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MEMORANDUM

Date:	June 16, 2020	Project #: 24790
To:	Sang Pau, City of Oregon City John Replinger, P.E., Replinger & Associates, LLC	
From:	Chris Brehmer, P.E., and Julia Kuhn, P.E. Kittelson & Associates, Inc.	
Cc:	Pam Saftler, TVA Architects Soo Anderson, JLL	
Project:	Advantis Credit Union Corporate Headquarters (PA 20-18)	
Subject:	Transportation Impact Analysis	

REGISTERED PROFESSIONAL ENGINEER 62836PE OREGON JULY 11, 2000 CHRISTOPHER LYNN BREHMER
Expires: 12-31-2021

INTRODUCTION

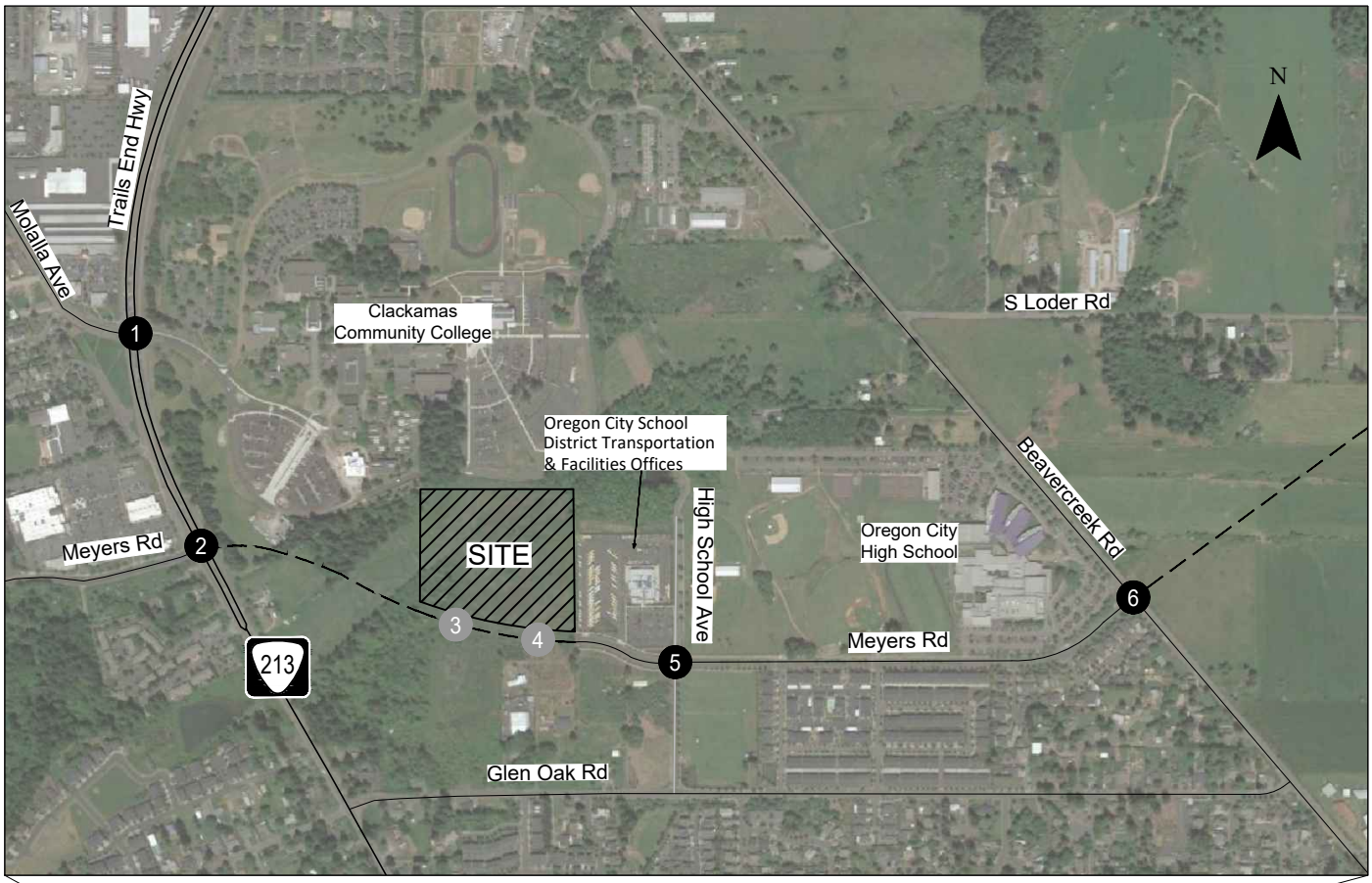
Advantis Credit Union is proposing to construct a corporate headquarters building to the north of Meyers Road, directly west of the Oregon City School District Transportation and Facilities offices. The property tax map location is 32E09C-00200. Figure 1 illustrates the site vicinity.

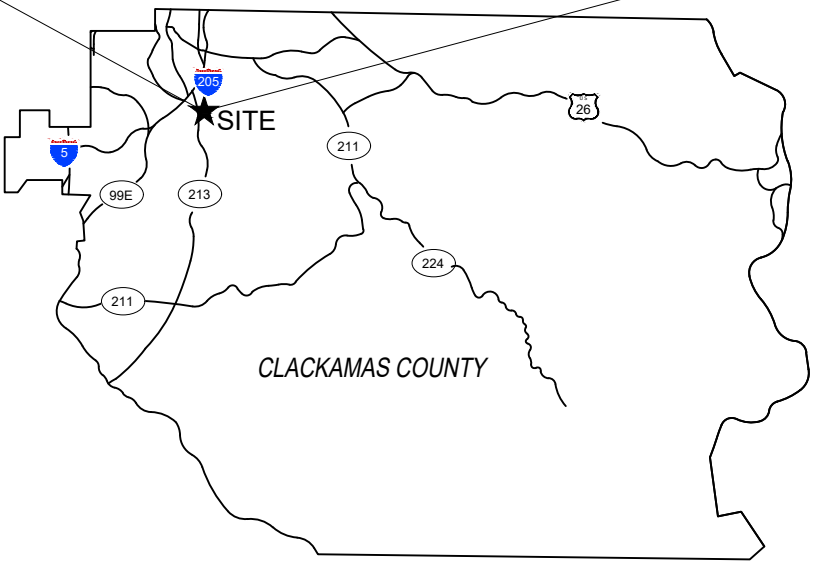
Two accesses to the headquarters will be provided along the planned Meyers Road extension. This roadway is currently being extended from the High School Avenue intersection west to OR 213 with construction completion anticipated in late 2021. Figure 2 illustrates a conceptual site plan. Occupancy of the headquarters site is expected to occur in 2022.

The results of this transportation impact analysis indicate that the proposed Advantis Credit Union Corporate Headquarters can be constructed while maintaining acceptable traffic operations at the study intersections and site driveways. No capacity-based mitigation needs were identified at the study intersections. Based on the analysis, the following improvements are recommended:

- The proposed development should pay its proportional share contribution for planned improvements at the Beavercreek Road/OR 213 intersection. Based on the City's existing fees of $219 per weekday PM peak hour trip, the project's proportional share is estimated at $8,103. Final contribution amounts will be determined by the City at the time of building permit.
- Landscaping, above ground utilities, and signing should be located and maintained along the site frontage and throughout the site in a manner that provides adequate intersection sight distance per City Code.

Additional details of the study methodology, findings, and recommendations are provided below.





- Study Intersection
- Site Driveway

Site Vicinity Map
Oregon City, Oregon

Figure
1

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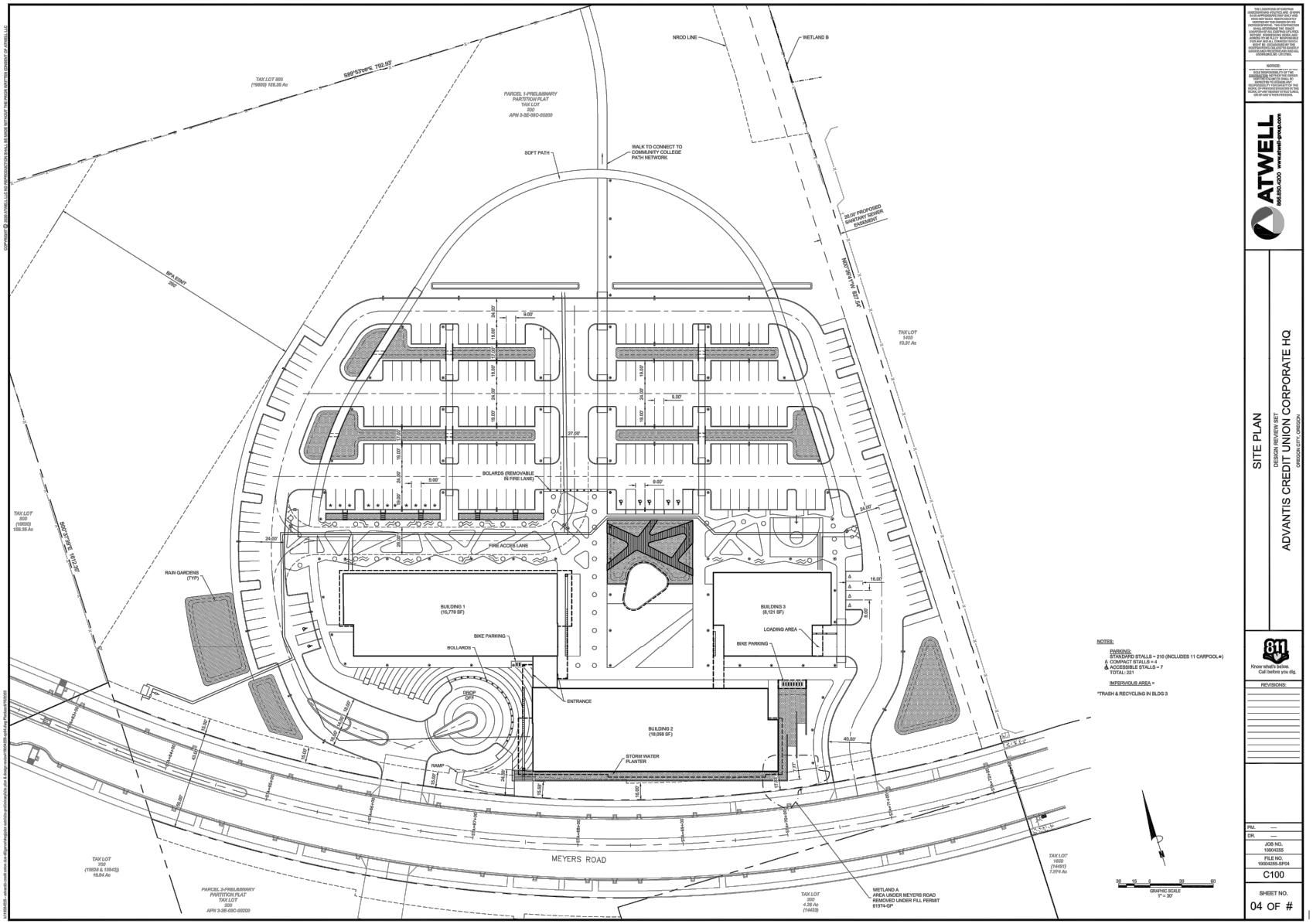

Site plan provided by Atwell, LLC., dated 06/15/2020

Site Plan
Oregon City, Oregon

Figure
2

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STUDY METHODOLOGY

This analysis determines the transportation-related impacts associated with the proposed corporate headquarters building and was prepared in accordance with the City of Oregon City *Guidelines for Transportation Impact Analyses* (TIA Guidelines – Reference 1). The study intersections and scope of this report were based on the TIA Guidelines and direction provided by City and Oregon Department of Transportation (ODOT) staff. The key assumptions and methodologies associated with this study were documented in a scoping memorandum prepared by Kittelson & Associates, Inc. (Kittelson) in April 2020. *Appendix "A" includes the scoping memorandum that was reviewed and approved by City staff.*

STUDY INTERSECTIONS

Operational analyses of peak hour conditions were performed at the following intersections:

1. Molalla Avenue/OR 213
2. Meyers Road/OR 213
3. Meyers Road/Advantis Site Western Access (Future Intersection)
4. Meyers Road/Advantis Site Eastern Access (Future Intersection)
5. Meyers Road/High School Avenue
6. Meyers Road/Beavercreek Road

Per direction from City staff, site-generated trips were also tracked through the Beavercreek Road/OR 213 intersection for proportional share mitigation purposes.

ANALYSIS SCENARIOS

This report evaluates the following analysis scenarios:

- Year 2020 existing land-use and transportation-system conditions at the study intersections during the weekday AM and PM peak periods;
- Year 2022 background traffic conditions (without the proposed headquarters) at the study intersections during the weekday AM and PM peak periods; and,
- Year 2022 total traffic conditions (with the proposed headquarters) at the study intersections during the weekday AM and PM peak periods.

PERFORMANCE MEASURES & OPERATING STANDARDS

All analyses described in this report were performed in accordance with the procedures stated in the *Highway Capacity Manual* (HCM – Reference 2) using Vistro 2020 software. HCM 6th Edition methodologies were used to evaluate operations using the peak 15-minute flow rate that occurred during the weekday AM and PM peak hours.

Section 16.12.033 of the Oregon City Municipal Code (OCMC) identifies the City's mobility standards for signalized and unsignalized intersections on the Arterial and Throughway Network defined in the Regional Transportation Plan that are outside the Regional Center. Per the OCMC, the following mobility standards apply:

1. *During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for minor street approaches.*
2. *During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*

This study assumes the City-maintained all-way stop controlled intersection performance requires a maximum v/c ratio of 0.99 shall be maintained during the first hour on the poorest performing approach that has at least 20 vehicles in the peak hour.

ODOT operates and maintains OR 213 (Cascade Highway 160). ODOT's operating mobility target for signalized intersections along OR 213 is an intersection V/C ratio no greater than 0.99 during the peak 15-minutes per Table 7 of the *Oregon Highway Plan* (OHP – Reference 3).

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and the current physical and operational characteristics of the roadways within the study area. These conditions will be compared with future conditions later in this report.

Kittelson staff visited and inventoried the proposed development site and surrounding study area in May 2020. At that time, Kittelson collected information regarding site conditions, adjacent land uses, and transportation facilities in the study area; however, given the COVID-19 "Stay Home, Stay Safe" orders, traffic volumes were not representative of normal conditions when the field visit was performed.

Site Conditions and Adjacent Land Uses

The project site is located within city limits and is zoned Campus Industrial. The site is surrounded by a mix of institutional, residential, and commercial developments. Clackamas Community College is located to the north, the Oregon City School District Transportation and Facility office is located directly east of the site, and the Oregon City High School is located further east along Meyers Road. The planned Tyrone S. Woods Memorial Park is located southeast of the site across Meyers Road.

Transportation Facilities

Table 1 provides a summary of transportation facilities (including pedestrian and bicycle facilities) in the site vicinity while Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections.

Table 1: Existing Transportation Facilities

Roadway	Functional Classification[1]	Number of Lanes	Posted Speed (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
OR 213	Major Arterial[2]	2-4	45	No	Yes	No
Molalla Avenue	Major Arterial	2-3	35	Yes	Yes	No
Meyers Road	Minor Arterial	2-3[3]	30-35[4]	Yes	Yes	Yes[5]
High School Avenue	Collector[6]	2	Not Posted	Yes	No	Yes[7]
Beavercreek Road	Major Arterial	2	40[8]	Yes	Yes	No

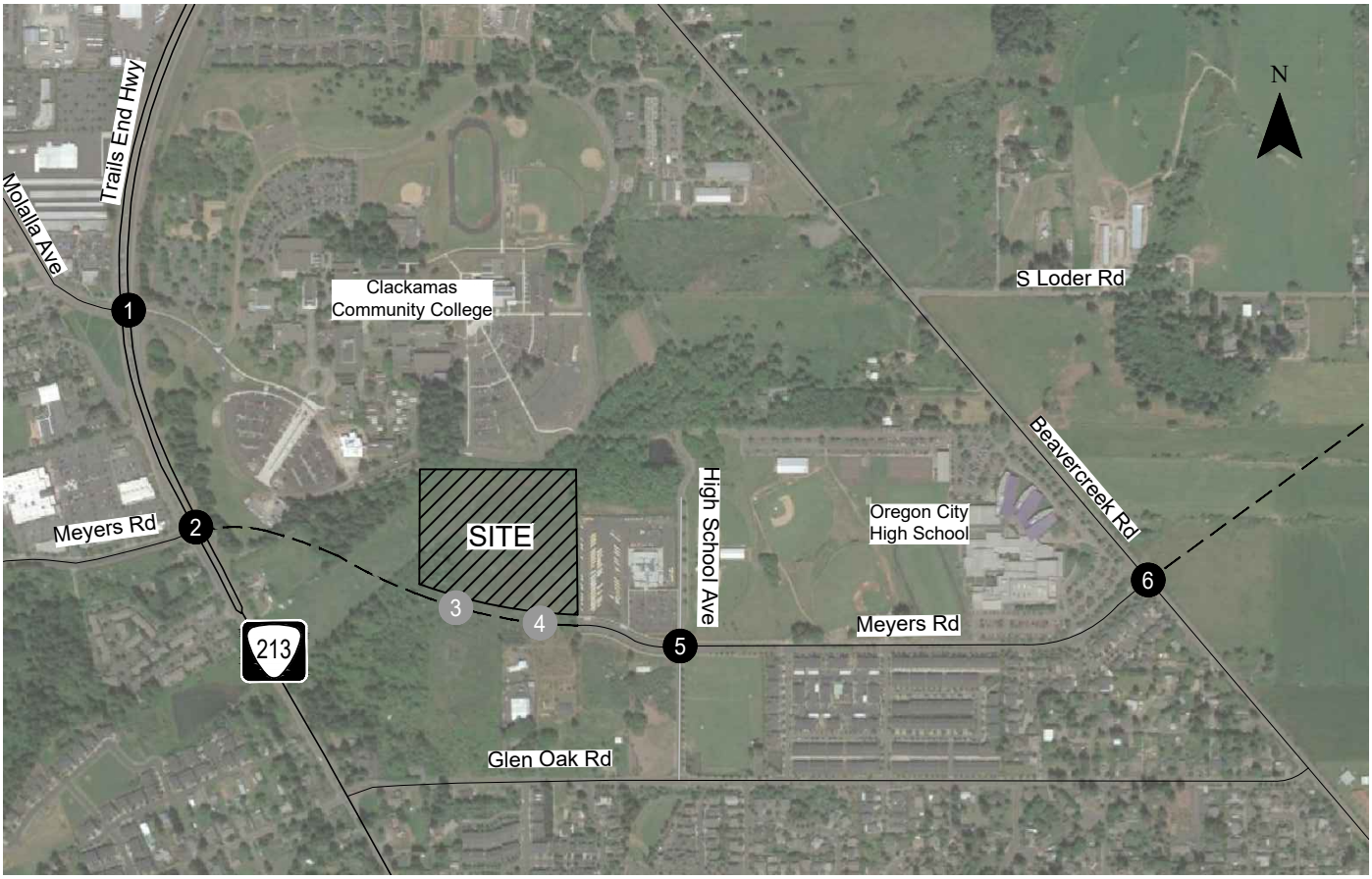
MPH = miles per hour
[1] 2013 Oregon City Transportation System Plan (TSP - Reference 4).
[2] Classified as an Expressway north of Molalla Avenue.
[3] Three lanes along the future extension between OR 213 and High School Avenue.
[4] Meyers Road is posted 35 MPH west of OR 213 and 30 MPH east of OR 213, with a 20 MPH school zone for the high school.
[5] On-street parking along both sides of Meyers Road between High School Avenue and Sophia Court.
[6] Classified as a local street north of Meyers Road.
[7] North of Meyers Road.
[8] 20 MPH through the Beavercreek Road/Meyers Road intersection.

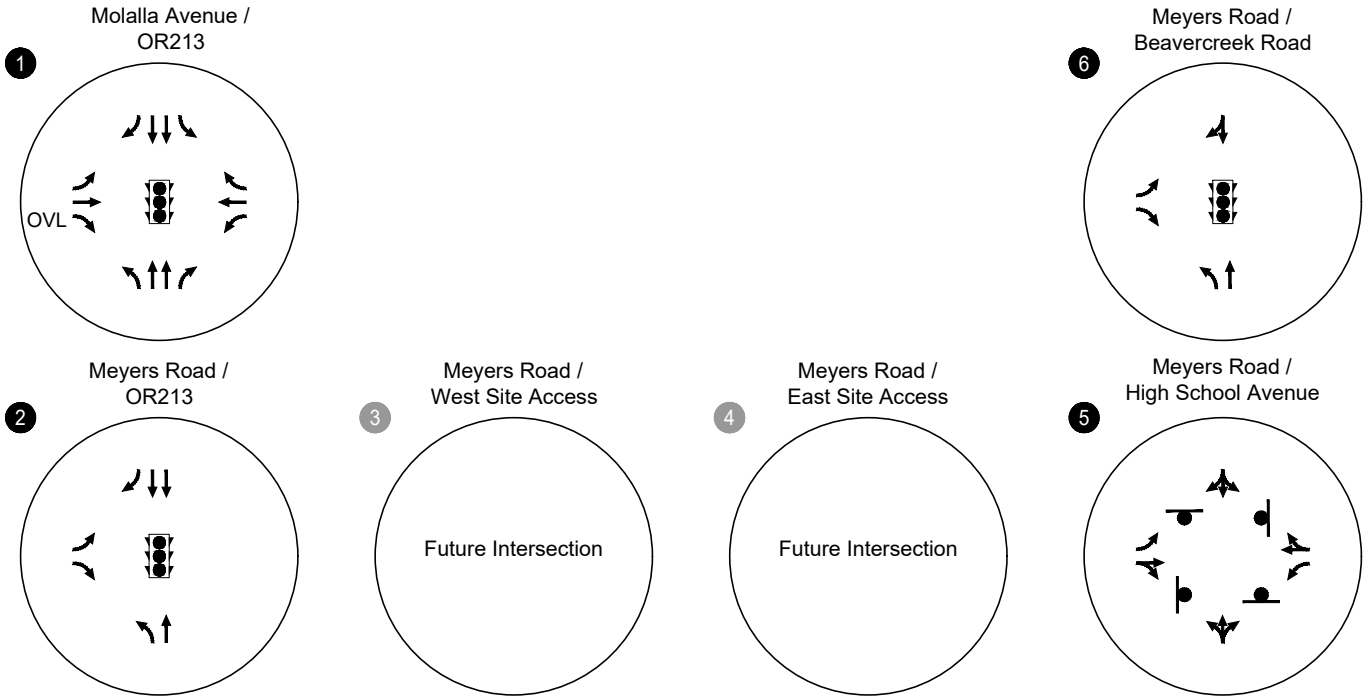
Pedestrian and Bicycle Facilities

Table 1 highlights pedestrian and bicycle facilities available in the larger area surrounding the site. The Meyers Road extension currently under construction between OR 213 and High School Avenue will provide sidewalks and bike lanes along on both sides of the new road segment.

Transit Facilities

Local transit service is provided in the site vicinity by TriMet. TriMet line 32 (Oatfield) provides weekday service between Clackamas Community College (CCC) and operates on approximately 30-minute headways. TriMet line 33 (McLoughlin/King Road) provides weekday service between CCC and Clackamas Town Center via downtown Milwaukie with stops along Molalla Avenue. Line 33 is a frequent service route and operates on approximately 15-minute headways most of the day with 30-minute headways in the early morning and late evening dependent on the day of the week. TriMet line 99 (Macadam/McLoughlin) only provides weekday AM and PM “rush hour” service between CCC and Portland City Center. During these periods, the route operates on approximately 15 to 30-minute headways. All three lines stop at Clackamas Community College.





OVL - TRAFFIC SIGNAL OVERLAP
- STOP SIGN
- TRAFFIC SIGNAL
- FUTURE ROADWAY

Existing Lane Configurations & Traffic Control Devices
Oregon City, Oregon

Figure 3

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Traffic Volumes And Peak Hour Operations

Due to the current atypical traffic conditions associated with the COVID-19 pandemic, the existing conditions operations analysis of the study intersections was performed using historic traffic counts. Historic turning movement counts from 2016, 2017, and 2018 were adjusted to estimate typical conditions in 2020 in coordination with the City's traffic consultant. A two percent compounded annual growth rate was applied to the historic counts to approximate 2020 existing traffic volumes. The adjustment was applied to all intersection movements.

Figures 4 and 5 summarize the estimated year 2020 turning movement volumes at the study intersections during the weekday AM and PM peak hours.

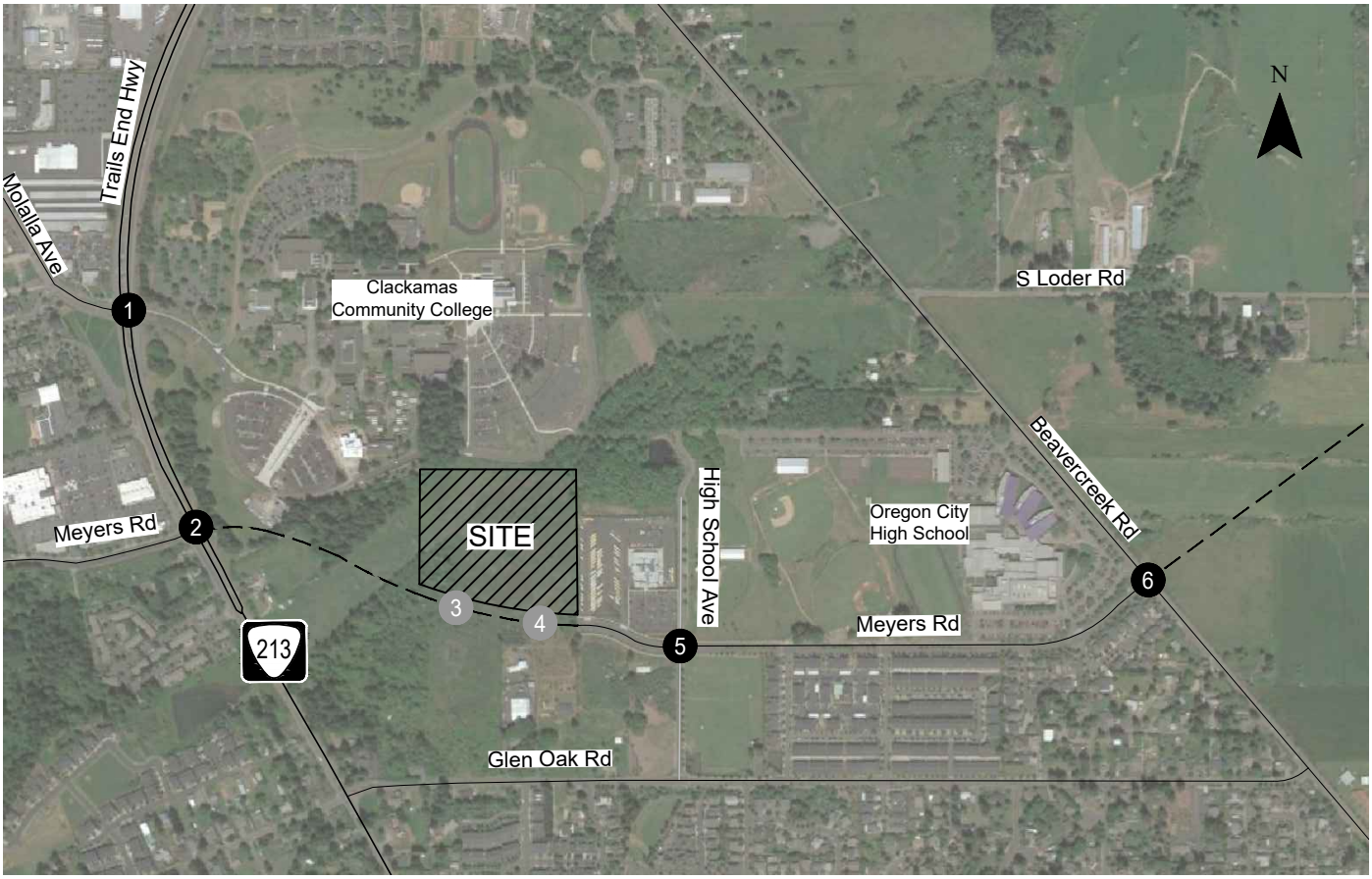
Appendix "B" includes the historic turning movement count data and volume development worksheets.

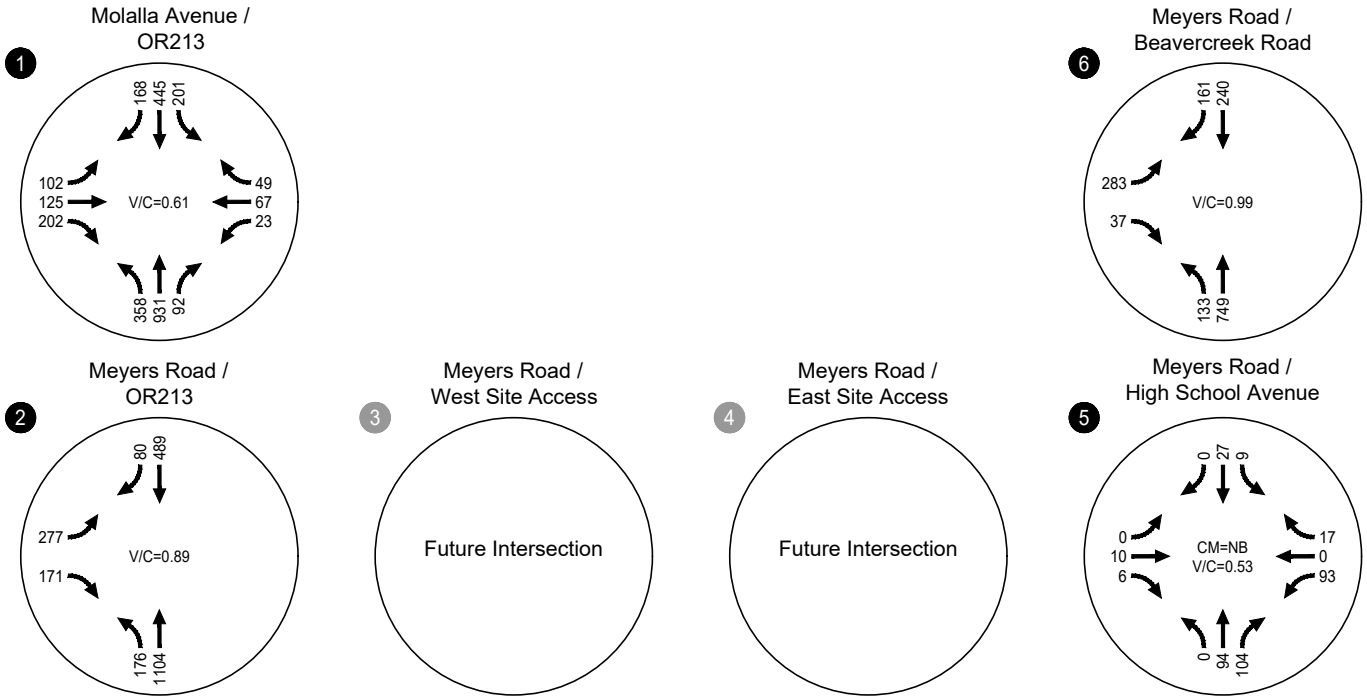
Current Intersection Operations

Figures 4 and 5 also summarize the existing traffic operations at the study intersections during the first hour of the weekday AM and PM peak periods. As shown, all of the study intersections currently operate acceptably during the first hour of each peak period per their applicable mobility standards and so the second hour was not analyzed. It should be noted that the Meyers Road/Beavercreek Road intersection is operating at the maximum 0.99 v/c threshold level during the weekday AM peak hour today. *Appendix "C" includes the existing traffic conditions worksheets.*

An assessment of 95th percentile queues under each of the analysis periods is provided in *Appendix "D"*. Queues were reported from Vistro. As indicated in the summary, all but the following 95th percentile queues can be accommodated within available storage:

- The eastbound left-turn movement at the Molalla Avenue/OR 213 intersection (study intersection #1) extends beyond the striped 100-foot storage lane area during the weekday AM and weekday PM peak hour.
- The 95th percentile queue for the eastbound left turn movement at the Meyers Road/OR 213 intersection (study intersection #2) extends beyond the available 170-foot storage lane during the weekday AM and PM peak hours; however, additional storage is available in the two-way left-turn lane and no other movement is served by the left-turn lane today.





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TWSC = TWO-WAY STOP CONTROL
AWSC = ALL-WAY STOP CONTROL

2020 Existing Traffic Conditions Weekday AM Peak Hour Oregon City, Oregon

Figure 4

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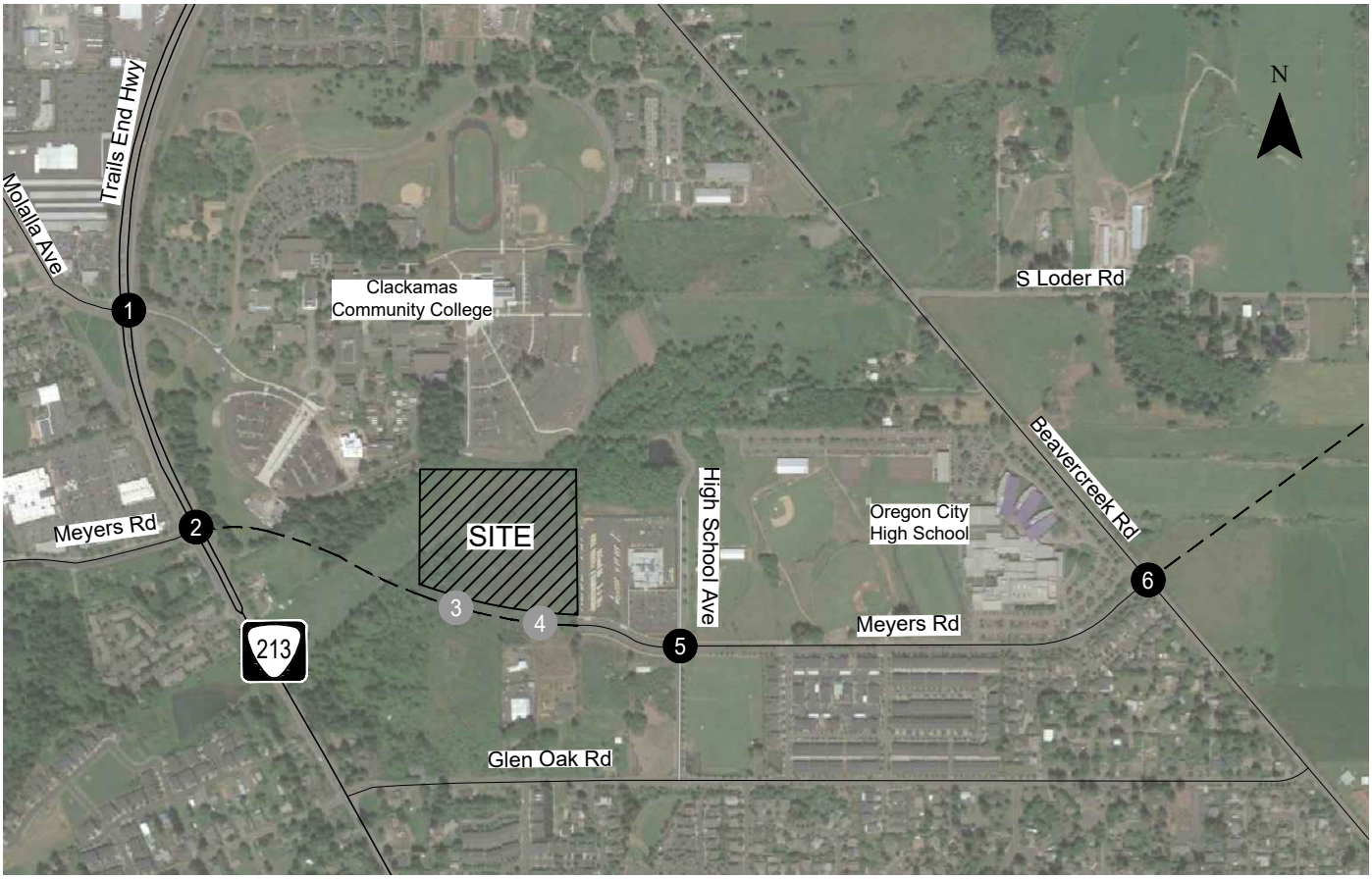

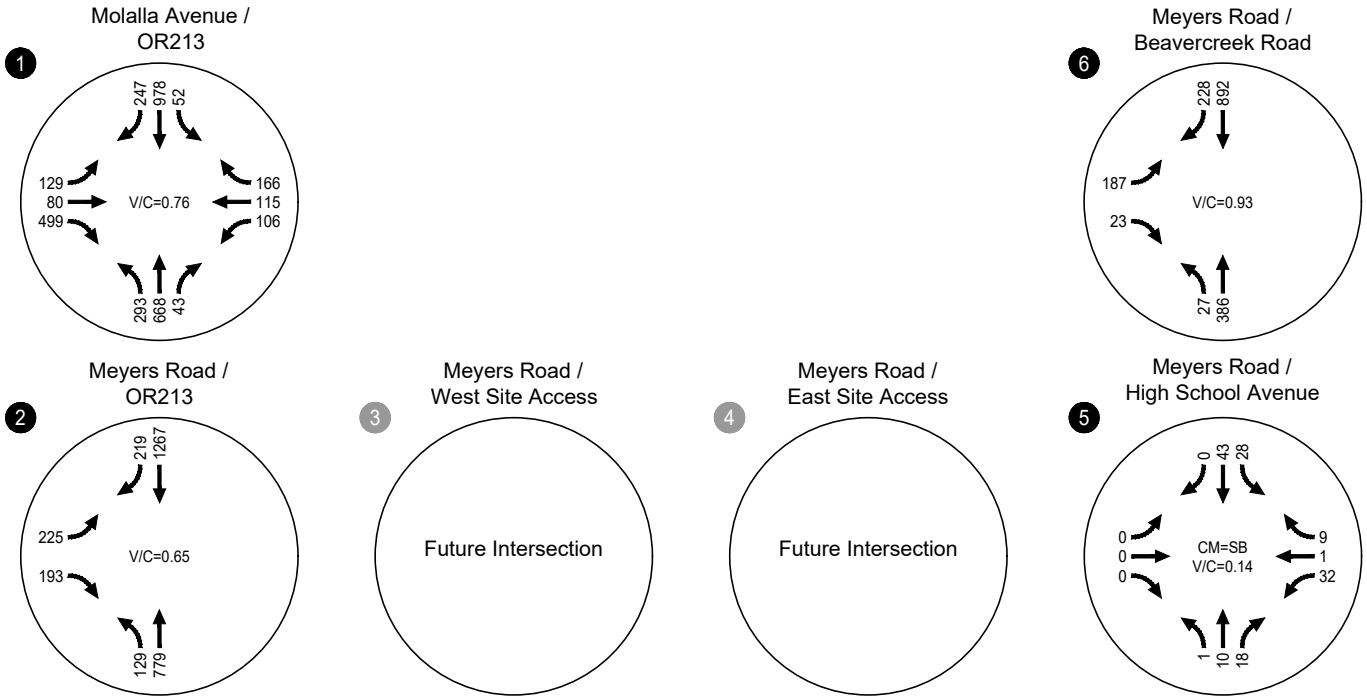

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AWSC = ALL-WAY STOP CONTROL

2020 Existing Traffic Conditions Weekday PM Peak Hour Oregon City, Oregon

Figure 5

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Traffic Safety

The recorded crash history at the study intersections was reviewed in an effort to identify potential safety issues in the site vicinity. ODOT provided crash data for the study intersections for the period from January 1, 2015, through December 31, 2017. Table 2 summarizes the crash data over the three-year period. *Appendix "E" contains the crash data provided by ODOT.*

Table 2: Intersection Crash History (January 1, 2015 through December 31, 2017)

Location		Collision Type					Severity			Total
		Rear-end	Turning	Angle	Pedestrian	Fixed Object	PDO[1]	Injury	Fatal	
1	Molalla Avenue/OR 213	13	6	1	0	1	10	11	0	21
2	Meyers Road/OR 213	11	4	0	1	0	7	9	0	16
5	Meyers Road/High School Avenue	0	0	0	0	0	0	0	0	0
6	Beavercreek Road/Meyers Road	4	0	0	0	0	1	3	0	4

[1]PDO – Property damage only

Critical crash rates were calculated for each of the study intersections following the analysis methodology presented in ODOT's *Analysis Procedures Manual* (APM - Reference 5). APM Chapter 4 provides 90th percentile crash rates per million entering vehicles at a variety of intersection configurations in Oregon based on number of approaches and traffic control types. In addition, a critical crash rate was identified for each study intersection following APM guidance. The critical crash rate is calculated for each intersection based on the average crash rate for each facility and serves as a threshold for further analysis. Per the APM, intersections with crash rates that exceed the 90th percentile values shown in APM Exhibit 4-1 or with a crash rate that exceeds its critical crash rate should be flagged for further analysis. Table 3 summarizes the crash rate assessment for each intersection and compares those values to the observed crash rate.

Table 3: Intersection Crash Rate Assessment (January 1, 2015 through December 31, 2017)

Location		Total Crashes	Observed Crash Rate[1]	90th Percentile Rate by Intersection Type[1,2]	Observed Crash Rate > 90th Percentile Rate	Critical Crash Rate by Intersection Type[3]	Observed Crash Rate > Critical Crash Rate by Intersection
1	Molalla Avenue/ OR 213	21	0.57	0.86	No	0.68	No
2	Meyers Road/ OR 213	16	0.52	0.51	Yes	0.45	Yes
5	Meyers Road/ High School Avenue	0	0.00	0.41	No	1.10	No
6	Beavercreek Road/ Meyers Road	4	0.21	0.51	No	0.50	No

[1] Crash rate – Crashes per million entering vehicles (MEV)

[2] Values shown obtained from APM Exhibit 4-1, Intersection Crash Rates per MEV by Land Type and Traffic Control

[3] Values shown calculated per APM Section 4.3.4 and APM Example 4-4, HSM Critical Crash Rates for Intersections with Statewide Reference Population

As shown in Table 3, the observed crash rate exceeds the 90th percentile rate and the calculated critical crash rate at the Meyers Road/OR 213 intersection (study intersection #2) based on a statewide comparison. The crash trends and mitigation for this intersection are discussed further below.

ODOT SPIS List

ODOT provides an annual list of safety priority index system (SPIS) locations that are based on reported crash data. The intent of the SPIS list is to identify roadway segments exhibiting an unusually high occurrence of crashes and is used to select locations for investigation. The segment of OR 213 in the vicinity of Meyers Road is listed in ODOT Region 1's top 15 Percent SPIS Sites (with a 90 percent listing) in 2018 (i.e., the SPIS list available at the time this report was prepared).

Meyers Road/OR 213 Intersection Crashes and Configuration Changes

A detailed evaluation of the crashes at the Meyers Road/OR 213 intersection was performed given the observed crash rates exceed both the 90th percentile crash rates and the critical crash rate for the intersection as well as the SPIS listing.

Reported crashes with an injury severity of "A" (incapacitating injury – bleeding or broken bone) or "B" (non-incapacitating injury) were further evaluated to identify potential crash patterns. No Injury "A" were reported at the intersection. Two Injury "B" crashes occurred at the intersection. Both of these were the result of a southbound vehicle colliding with an eastbound right turn. One of the reported crashes occurred in the dark while raining and involved a pedestrian that was struck in a crosswalk by a vehicle making a right turn on red that reportedly did not see the pedestrian. No fatalities were reported at the intersection.

Reported crashes with type "rear end" where further evaluated based on the high percentage of total crashes. Eleven (11) of the total 16 crashes (69%) at the intersection were rear-end crashes. Six of the 11 "rear end" type crashes (55%) occurred for vehicles travelling from south to north along OR 213.

Oregon City and ODOT are collaborating to reconstruct the Meyers Road/OR 213 intersection in conjunction with the Meyers Road Extension Project. Intersection changes being implemented include a new traffic signal, the addition of a new eastern approach, construction of a second northbound through lane and addition of a southbound left-turn lane.

Based on the crash data review and in light of the upcoming upgrade, no additional safety related mitigation measures were identified at the Meyers Road/OR 213 intersection to support the future site development.

TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system will operate in 2022, the year the proposed headquarters is expected to be fully built. The impact of traffic generated by the proposed Advantis Credit Union Corporate Headquarters was examined as follows:

- Developments and transportation improvements planned in the site vicinity were identified
- Year 2022 background traffic conditions (without the proposed development) were analyzed at the study intersections during the weekday AM and PM peak hours
- Site-generated trips were estimated for build-out of the site
- Site trips were assigned to the study intersections based on an assumed trip distribution pattern
- Year 2022 total traffic conditions (with build-out of the proposed headquarters development) were analyzed at the study intersections and site driveways during the weekday AM and PM peak hours
- On-site circulation and parking considerations were evaluated

YEAR 2022 BACKGROUND TRAFFIC CONDITIONS

The year 2022 background traffic conditions analysis identifies how the study area's transportation system will operate without the proposed corporate headquarters building. This analysis includes traffic attributed to rerouting due to new transportation facilities, planned developments within the study area and to general growth in the region but does not include traffic from the proposed development.

In-Process Developments

In-process developments identified by City staff and accounted for in this study include:

- Clackamas Community College Masterplan located north of the Advantis site
- Tyrone S. Woods Memorial Park located southeast of the Advantis site
- Villages at Beavercreek (formerly known as the Beavercreek Mixed-Use Housing Development) located east of the Beavercreek Road/Meyers Road intersection

Planned Transportation Improvements

The following transportation improvements were included in the year 2022 background and total conditions scenarios per City staff direction:

- The Meyers Road West extension project (TSP Project # D46) is currently under construction and is expected to be completed in the late summer of 2021. Per the City, the project will consist of extending Meyers Road from OR 213 to High School Avenue and be classified as a Minor Arterial. The road will consist of a three-lane cross-section with bike lanes and

sidewalks on both sides of the road. Two curb cuts providing driveway access to the proposed corporate headquarters development site are included in the City road project.

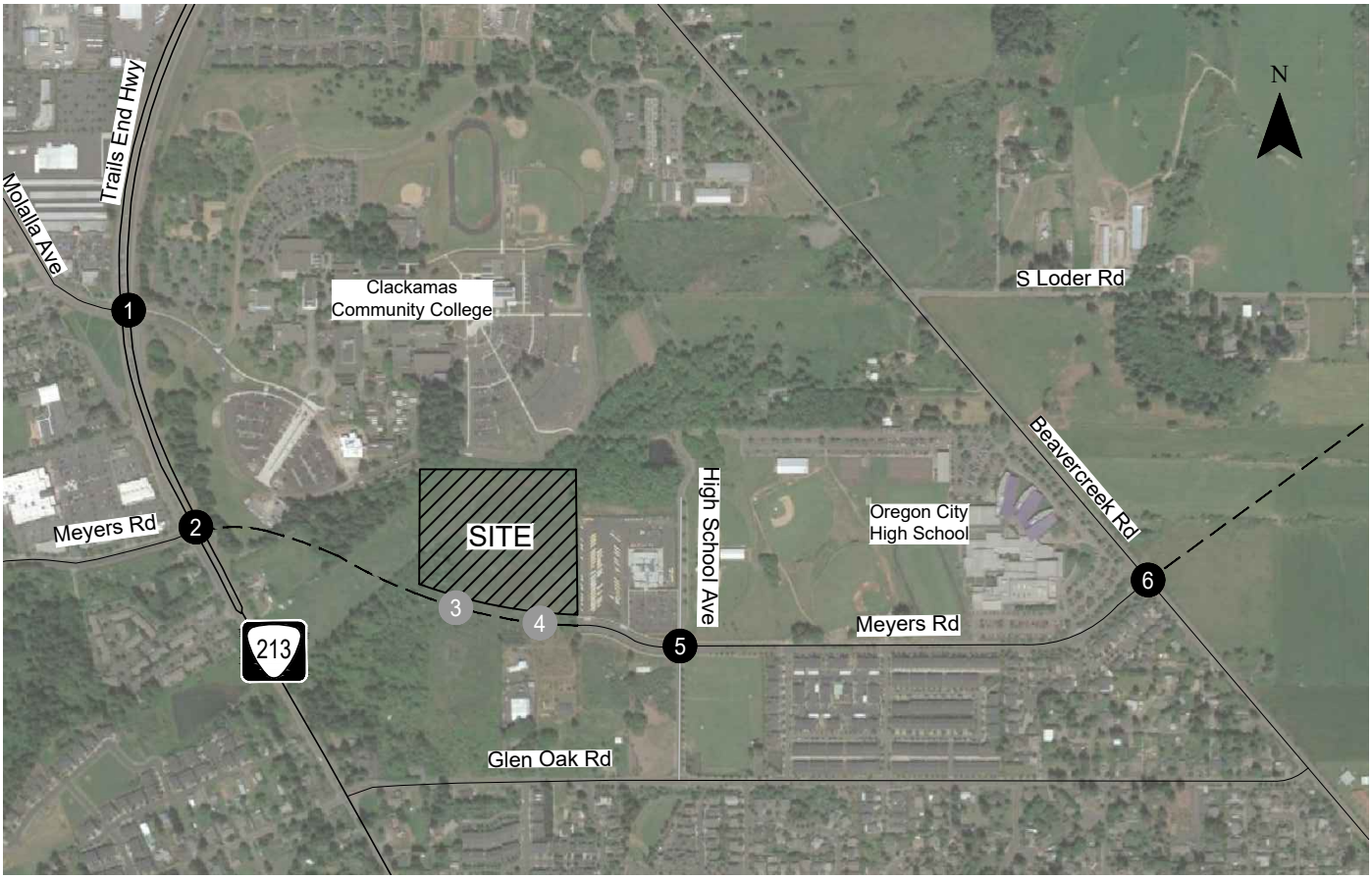
- The Meyers Road East extension project (TSP Project # D47). Per the TSP, the project will consist of extending Meyers Road from Beavercreek Road to Meadow Lane and be classified as an Industrial Minor Arterial. Although planned to Meadow Lane, the roadway extension portion assumed by 2022 for the purposes of the corporate headquarters study only includes the segment planned for construction in conjunction with the Villages at Beavercreek mixed-use housing development.

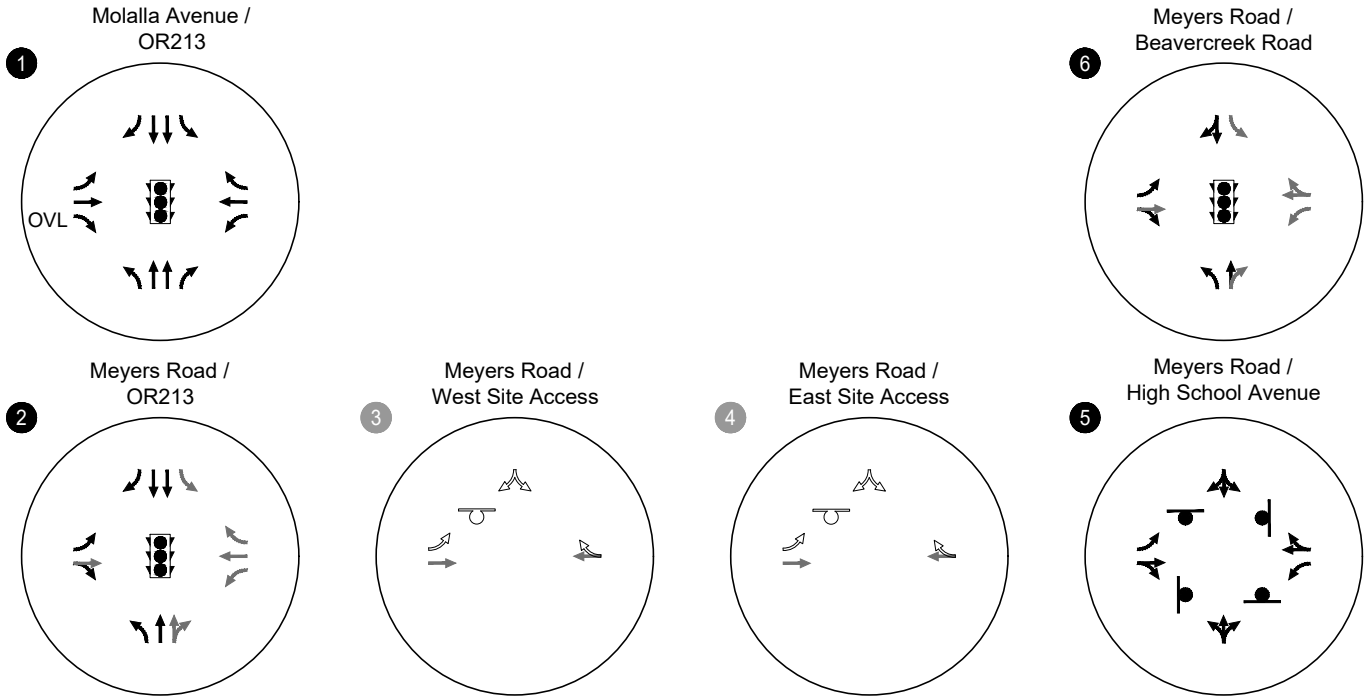
The above projects include signal modifications to the Meyers Road/OR 213 intersection (study intersection #2) and the Beavercreek Road/Meyers Road (study intersection #6). Figure 6 shows the assumed lane configurations and traffic control devices at the study intersections under background and total traffic conditions. The anticipated traffic re-assignment due to the future roadway extensions were provided by the City of Oregon City's traffic consultant and were included in the future volume development.

Traffic Volumes

The year 2022 background traffic volumes were developed by applying a 2 percent annual growth rate to the 2020 traffic volumes shown in Figures 4 and 5. Traffic volumes from the in-process planned developments as well as the reassignment of existing traffic due to the Meyers Road extension were then added. Figures 7 and 8 illustrate the resulting forecast year 2022 background traffic volumes during the weekday AM and PM peak hours.

Appendix "B" includes volume development worksheets used to derive the projected 2022 background traffic volumes.





OVL - TRAFFIC SIGNAL OVERLAP
- STOP SIGN
- TRAFFIC SIGNAL
- EXISTING
- PLANNED IMPROVEMENT
- MOVEMENT/IMPROVEMENT ADDED WITH DEVELOPMENT

Future Lane Configurations & Traffic Control Devices
Oregon City, Oregon

Figure 6

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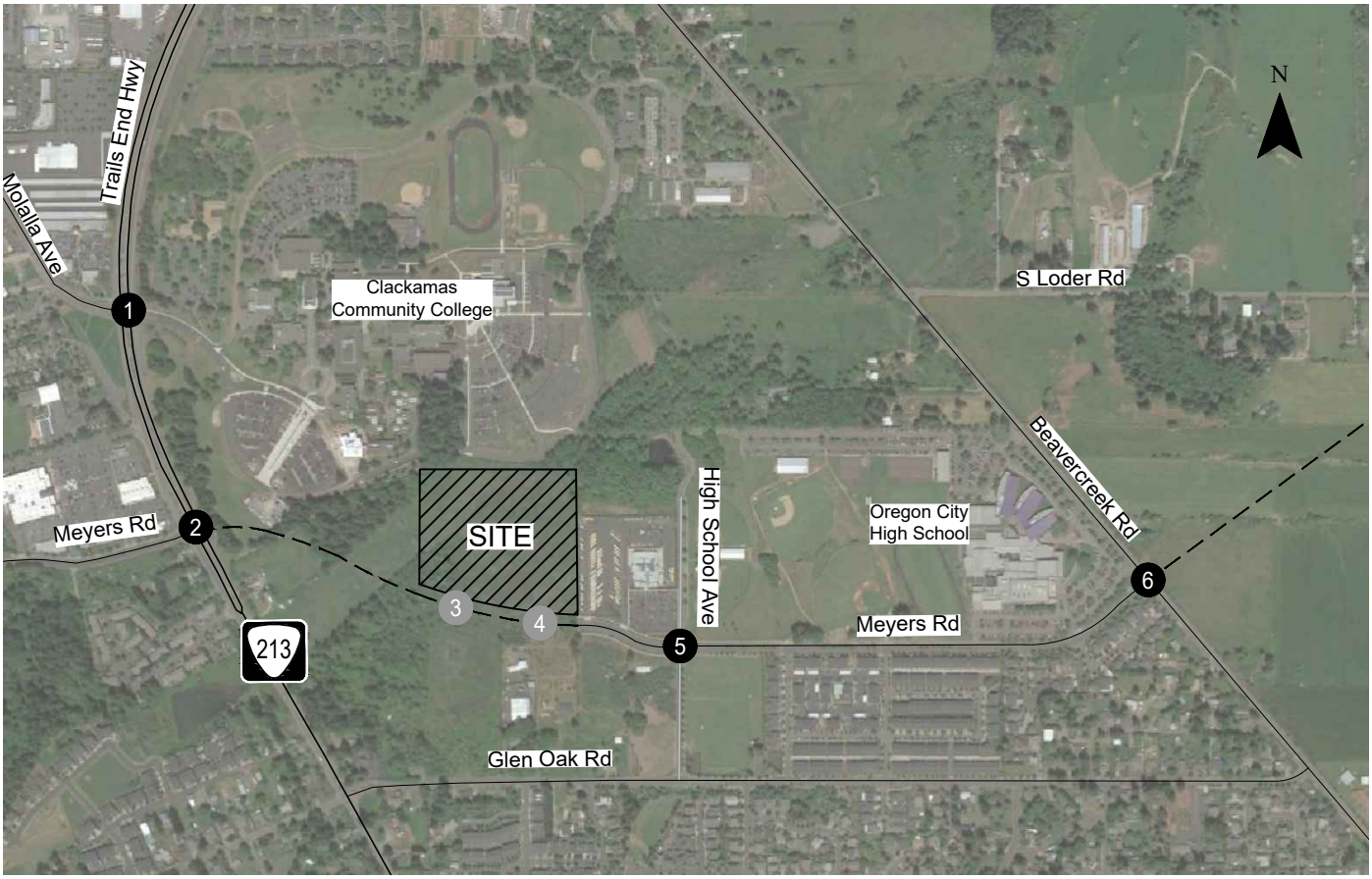

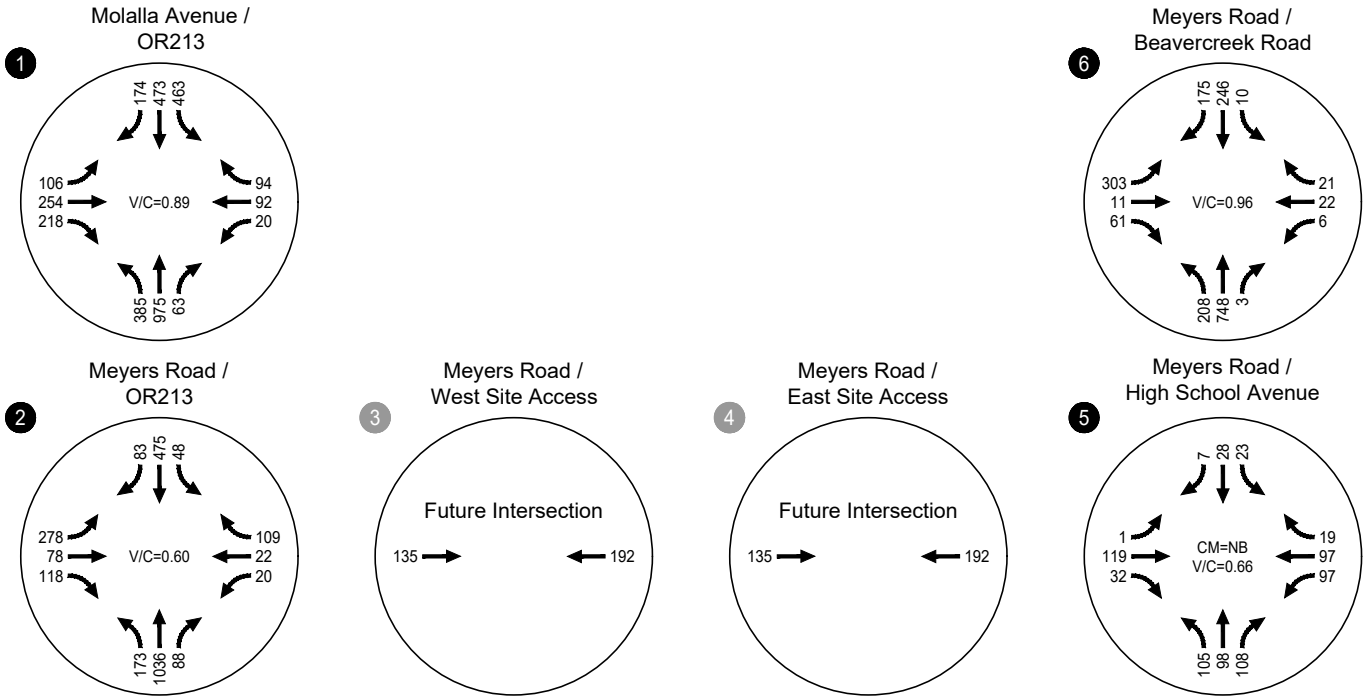

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2022 Background Traffic Conditions Weekday AM Peak Hour Oregon City, Oregon

Figure 7

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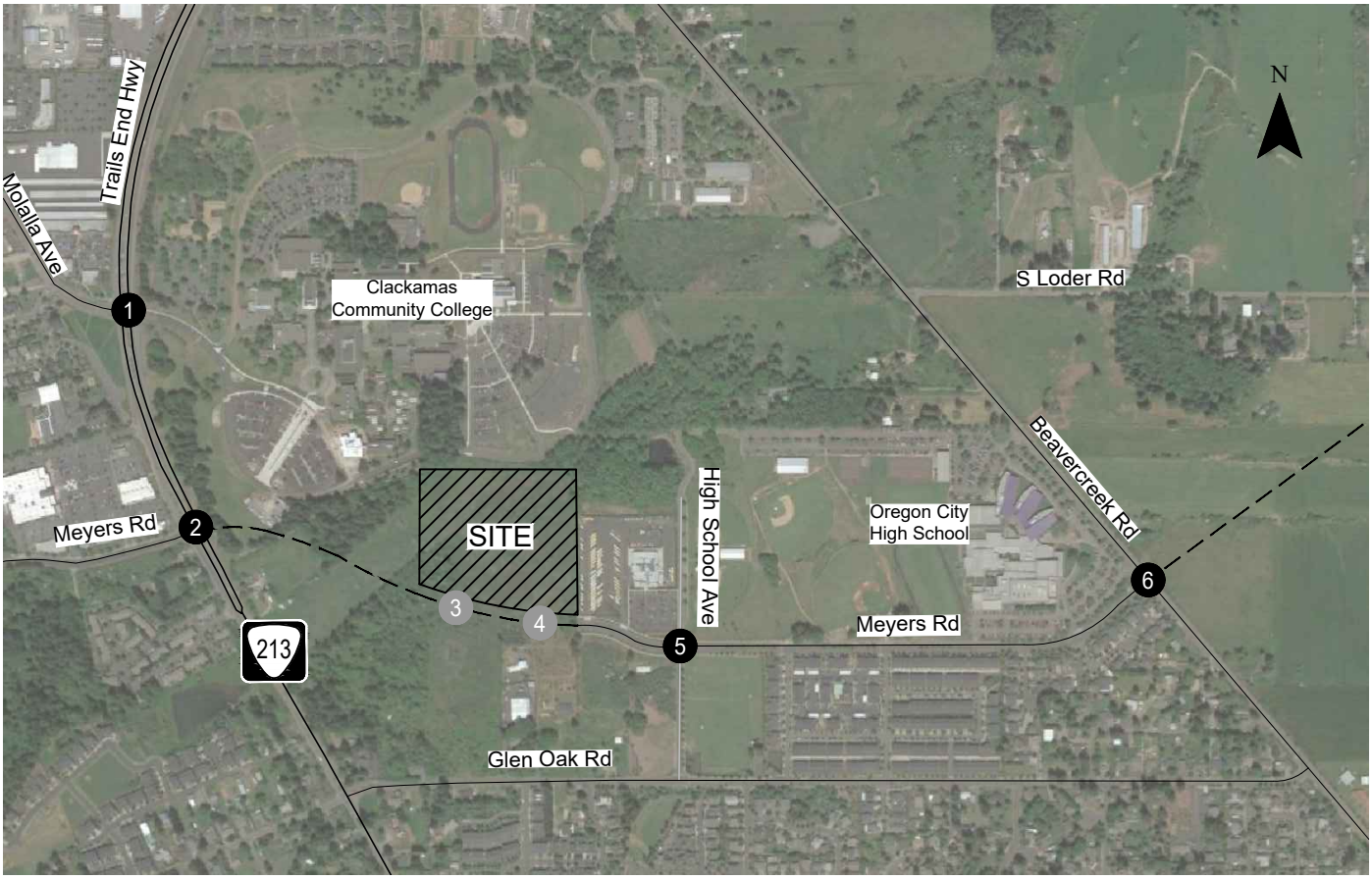

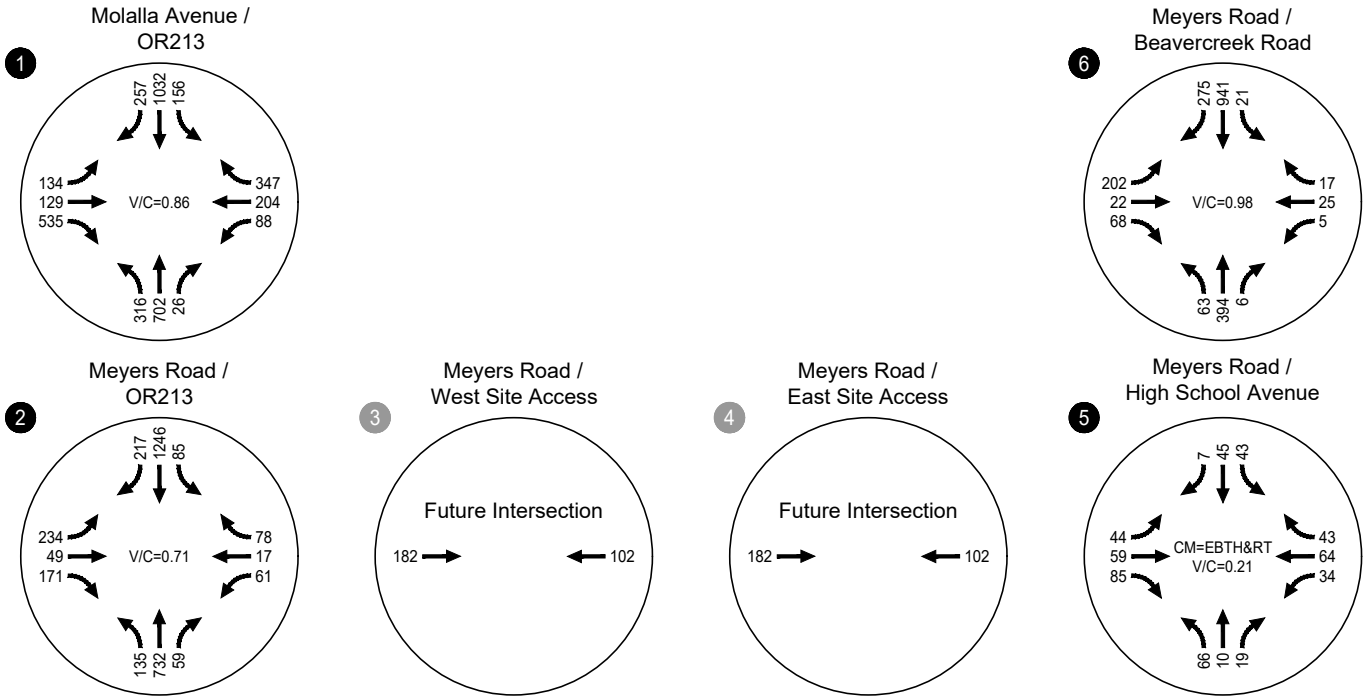

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2022 Background Traffic Conditions
Weekday PM Peak Hour
Oregon City, Oregon

Figure
8

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Intersection Operations

The weekday AM and PM peak-hour turning-movement volumes shown in Figures 7 and 8 were used to conduct an operational analysis at the study intersections to determine the year 2022 background traffic conditions. The results of the analysis indicate that all the study intersections are forecast to operate acceptably during the weekday AM and PM peak hours per their applicable mobility standards. *Appendix "F" contains the year 2022 background traffic conditions worksheets.*

An assessment of 95th percentile queues under all scenarios is provided in *Appendix "D"*. As indicated in the summary, beyond the locations discussed under existing conditions, 95th percentile queues can be accommodated within available storage except for the following:

- The southbound left-turn movement at the intersection of Molalla Avenue/OR 213 (study intersection #1) extends beyond the 530-foot storage during the weekday AM and PM peak hour (additional median storage area is paved and available but is not striped for turn lane use).
- The eastbound thru movement at the intersection of Molalla Avenue/OR 213 (study intersection #1) extends beyond the adjacent intersection at Sebastian Way during the weekday AM peak hour.
- The northbound left-turn movement at the intersection of Meyers Road/Beavercreek Road (study intersection #6) extends beyond the 100-foot storage available during the weekday AM peak hour.
- The 95th percentile queue for the eastbound left-turn movement at the intersection of Meyers Road/Beavercreek Road (study intersection #6) extends beyond the 370-foot storage available before the Emmerson Court driveway during the weekday AM peak hour (additional left-turn storage is available in the two-way left-turn lane).

Compared to existing conditions, the queue length for the northbound through movement at the intersection of Meyers Road/OR 213 (study intersection #2) is reduced during the weekday AM peak hour with the planned second through lane in place.

PROPOSED DEVELOPMENT PLAN

Advantis Credit Union is proposing to construct a corporate headquarters building with up to 80,000 square feet of space on the proposed development site. Access to the site will be via two driveways located on the Meyers Road extension that is currently under construction (the driveway locations were previously planned by the City and the two curb cuts being constructed with the City roadway extension project have been incorporated into the project site plan). Occupancy of the headquarters building is expected to occur in 2022.

Trip Generation

Trips associated with the proposed corporate headquarters were estimated based on rates contained in the *Trip Generation Manual, 10th Edition* as published by the Institute of Transportation Engineers (ITE – Reference 6). Table 4 summarizes the estimated site trips.

Table 4: Trip Generation Estimate*

Land Use	ITE Code	Size (Square feet)	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
General Office	710	80,000	853	102	88	14	92	15	77

*Trips generated by the site are based on the fitted curve equation for each of the time periods analyzed.

Trip Distribution/Trip Assignment

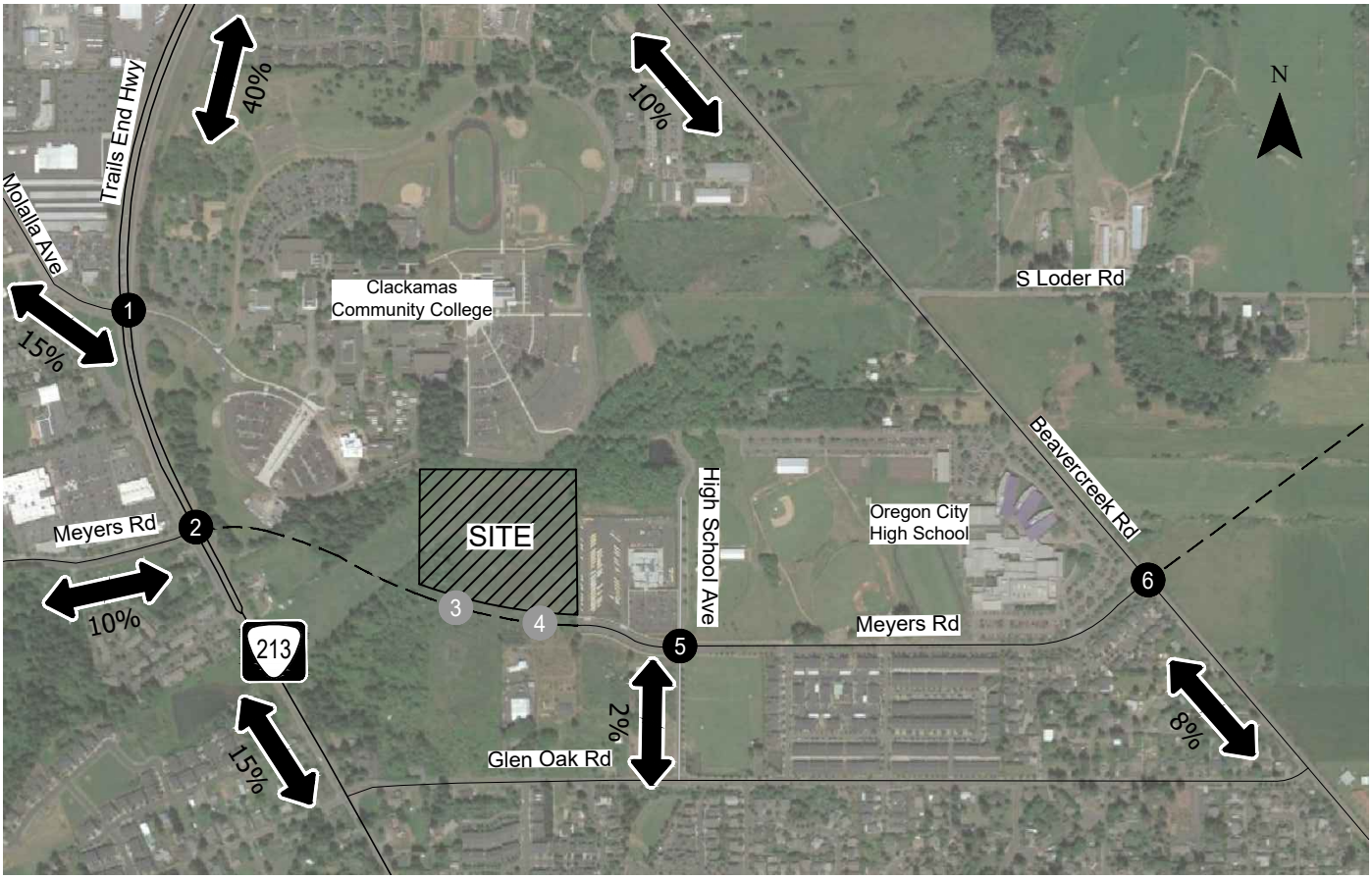
A trip distribution pattern was developed for the proposed headquarters based on existing traffic patterns, the location of major trip origins and destinations in the Oregon City area, and the regional use proposed. The peak hour site-generated trips shown in Table 4 were distributed to the study area roadways and assigned to the study intersections according to the trip distribution pattern as shown in Figures 9 and 10.

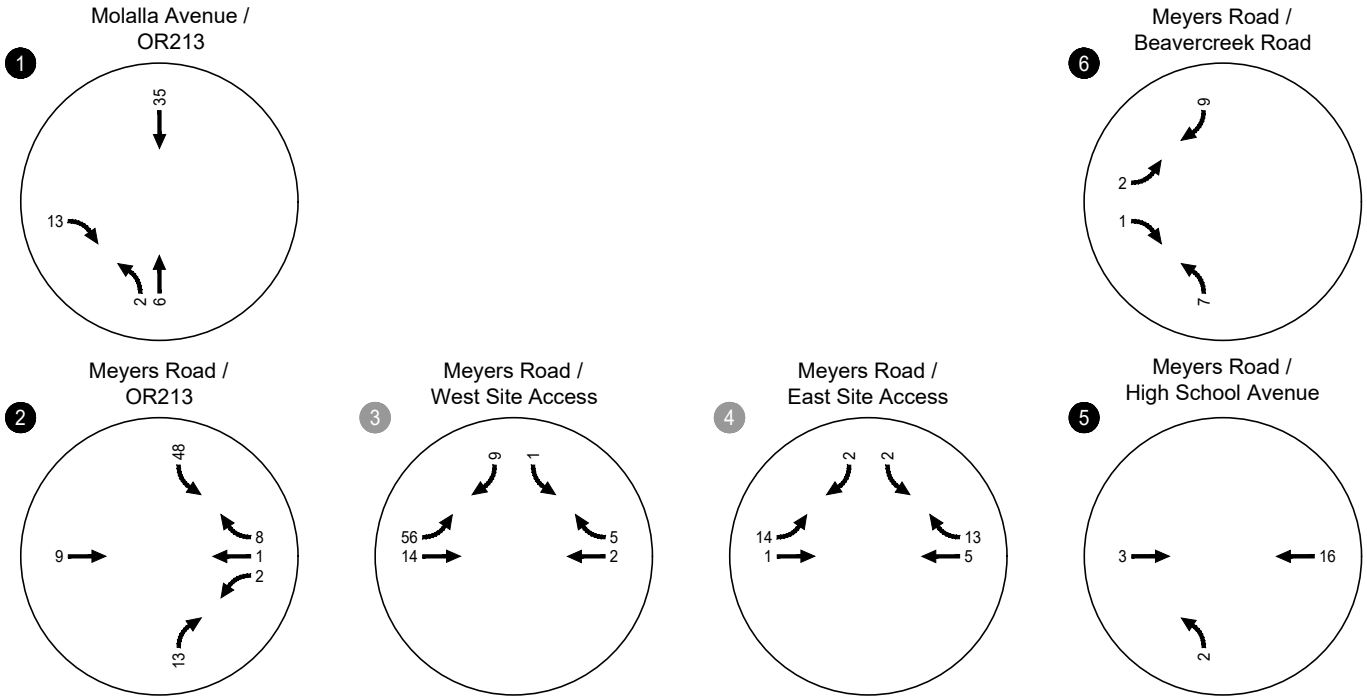
YEAR 2022 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study area's transportation system will operate with traffic generated by the proposed development. The year 2022 background traffic volumes shown in Figures 7 and 8 were added to the site-generated traffic shown in Figures 9 and 10 to arrive at the total traffic volumes shown in Figures 11 and 12.

Intersection Operations

The weekday AM and PM peak hour turning-movement volumes shown in Figures 11 and 12 were used to conduct an operational analysis at the study intersections and site driveways to determine the year 2022 total traffic conditions. The results of the analysis indicate that all the study intersections and both site driveways are forecast to operate acceptably during the weekday AM and PM peak hours per their applicable mobility standards. *Appendix "G" contains the year 2022 total traffic conditions worksheets.*





Estimated Trip Distribution Pattern & Site Generated Trips
Weekday AM Peak Hour
Oregon City, Oregon

Figure
9

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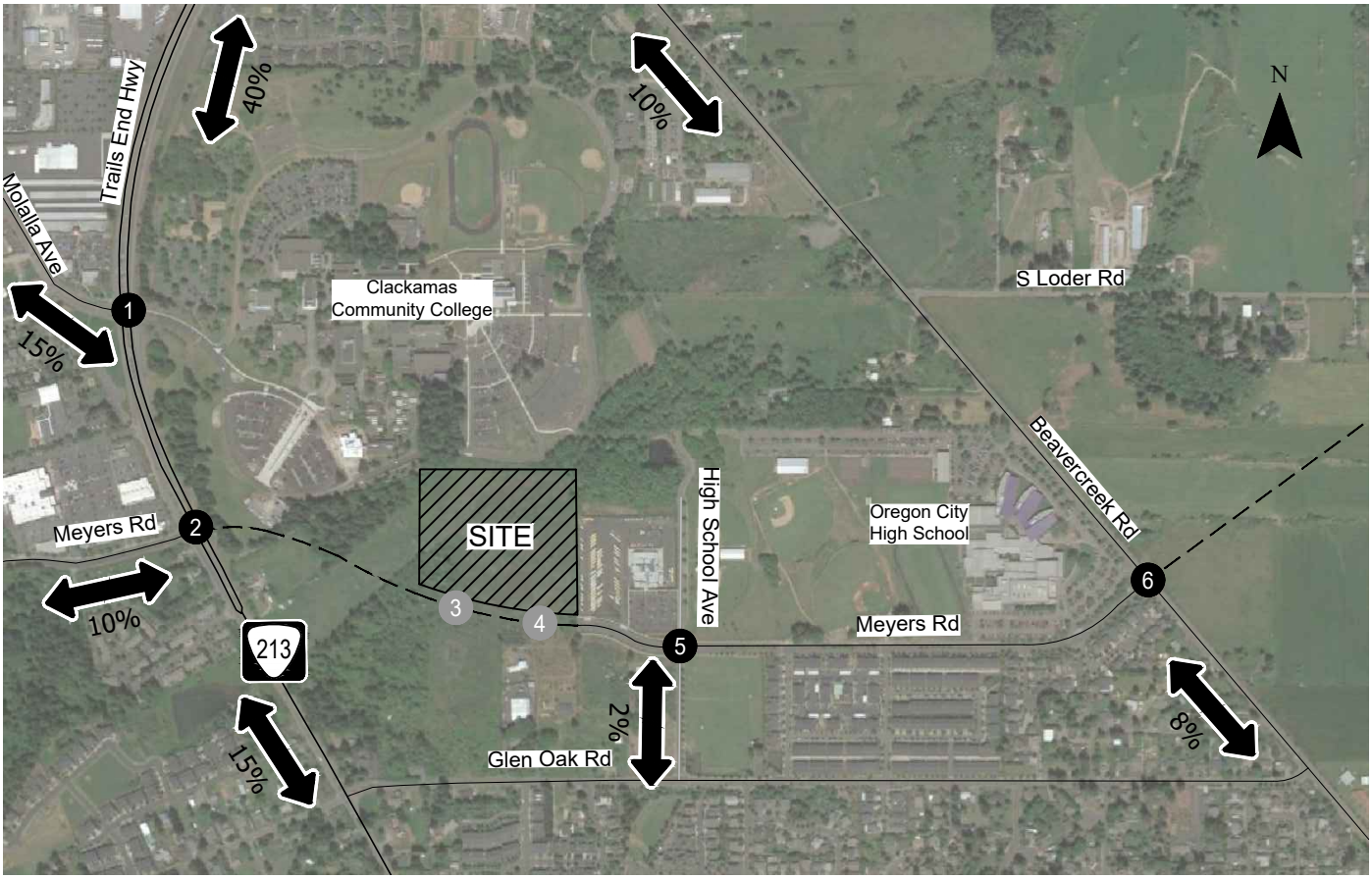

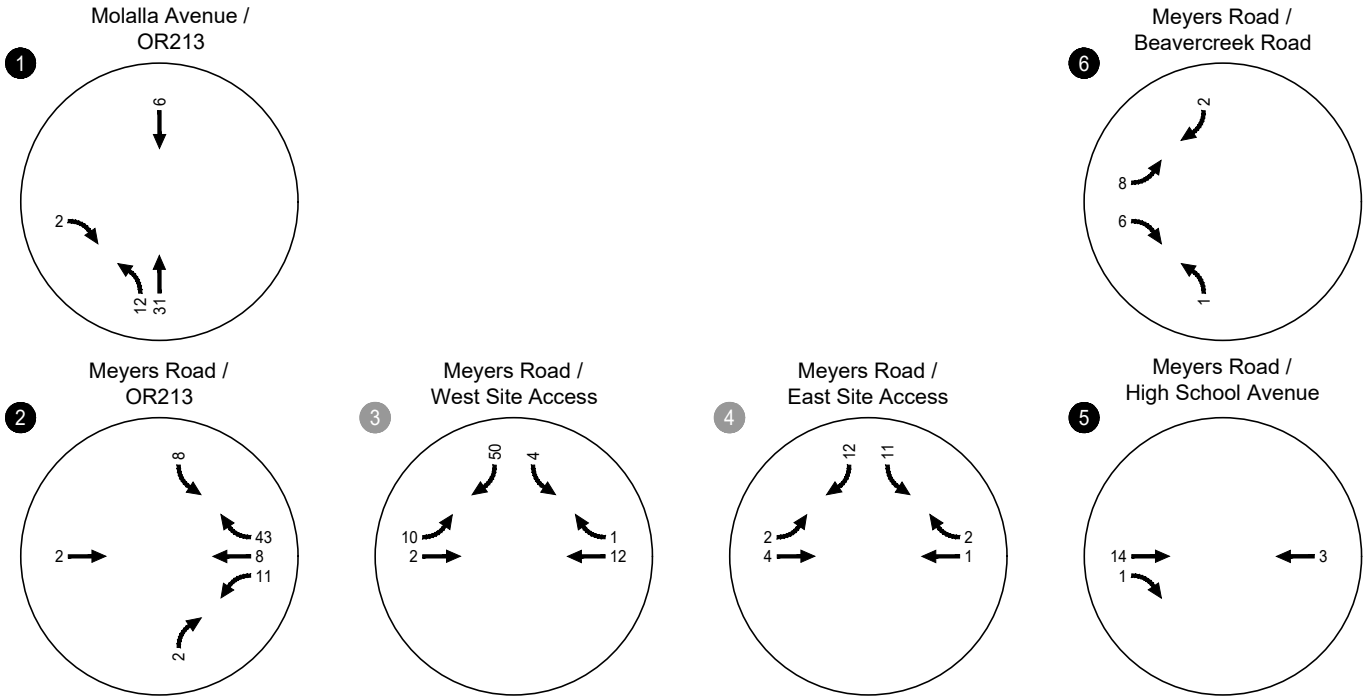

Estimated Trip Distribution Pattern & Site Generated Trips
Weekday PM Peak Hour
Oregon City, Oregon

Figure
10

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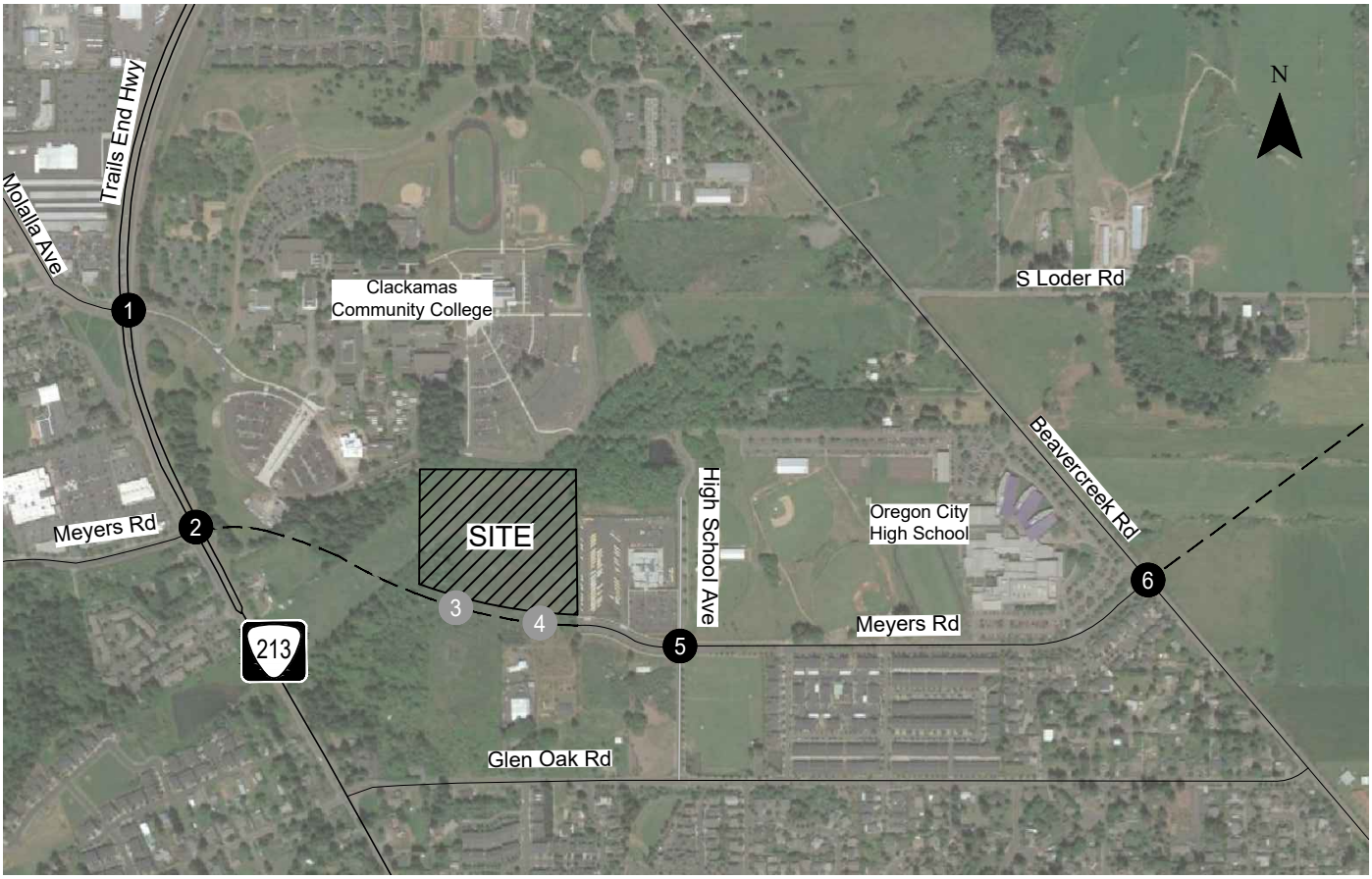

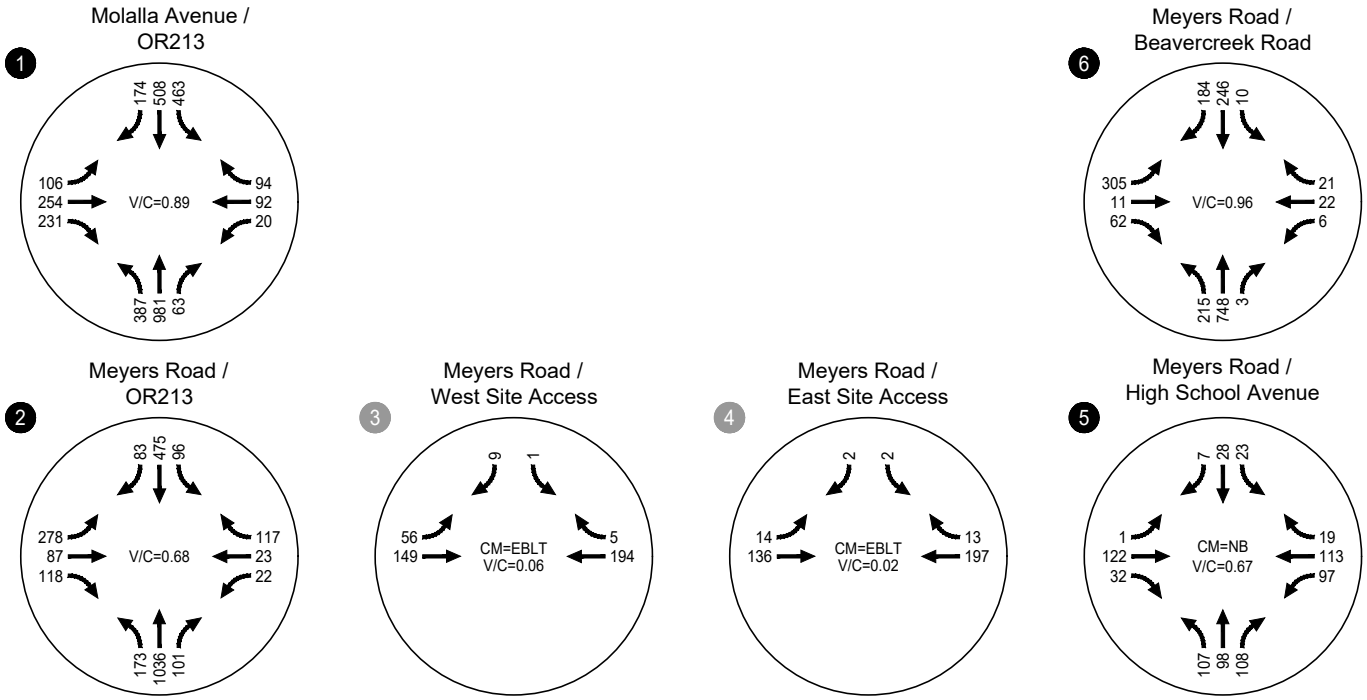

CM = CRITICAL MOVEMENT (TWSC/AWSC)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED) / CRITICAL VOLUME-TO-CAPACITY RATIO (TWSC/AWSC)
TWSC = TWO-WAY STOP CONTROL
AWSC = ALL-WAY STOP CONTROL

Year 2022 Total Traffic Conditons
Weekday AM Peak Hour
Oregon City, Oregon

Figure
11

KITTELSON & ASSOCIATES

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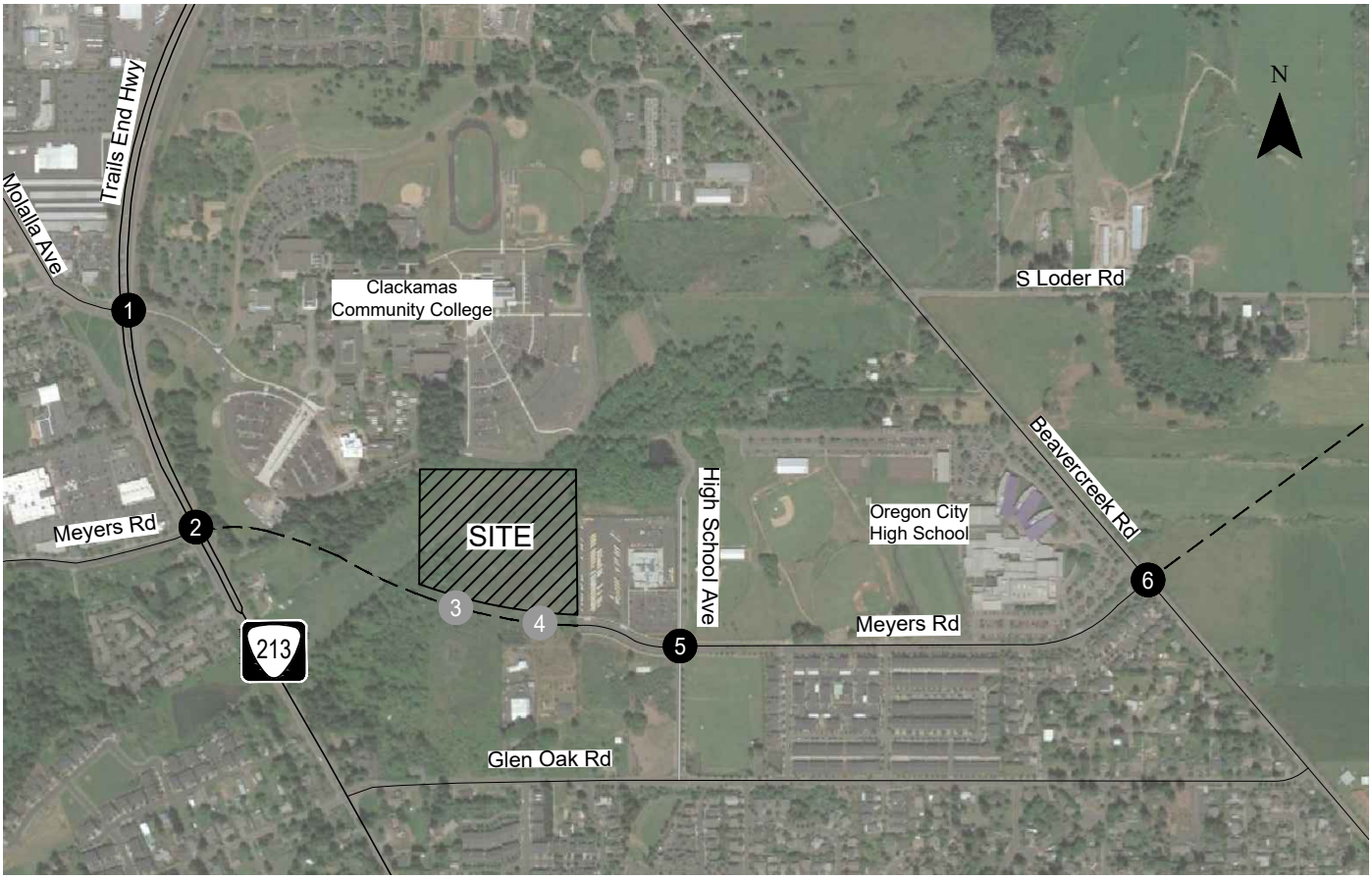

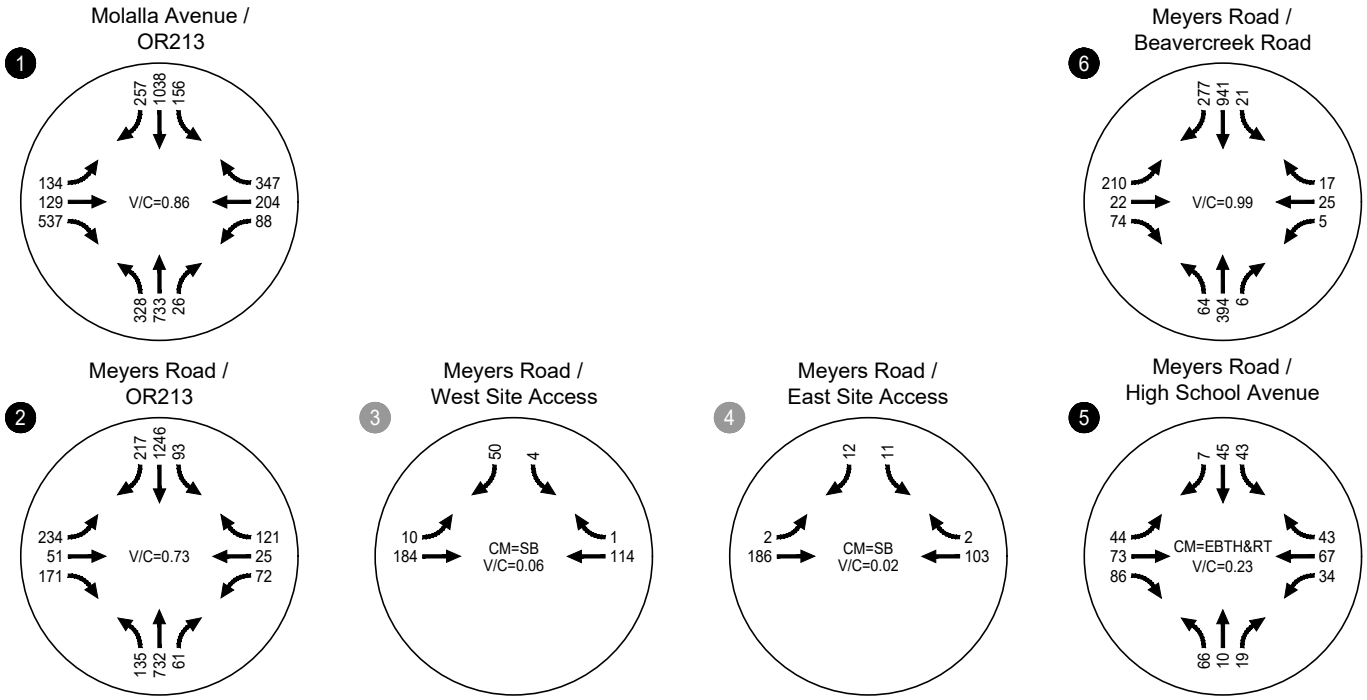

CM = CRITICAL MOVEMENT (TWSC/AWSC)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED) / CRITICAL VOLUME-TO-CAPACITY RATIO (TWSC/AWSC)
TWSC = TWO-WAY STOP CONTROL
AWSC = ALL-WAY STOP CONTROL

Year 2022 Total Traffic Conditons
Weekday PM Peak Hour
Oregon City, Oregon

Figure
12

KITTELSON & ASSOCIATES

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Queuing Assessment

An assessment of 95th percentile queues is provided in *Appendix "D"*. As indicated in the summary, two study intersections are projected to experience an increase in 95th percentile queues that exceed the available storage as a result of site-generated trips. First, the westbound through movement leaving Clackamas Community College at OR 213 (study intersection #1) is projected to grow by one car length and extend beyond the available 310 foot available before the N Douglas Loop intersection during the weekday PM peak hour. No site-generated trips are expected to travel along the westbound approach and no mitigation is recommended recognizing the large volume of in-process community college trips and that the westbound approach is a private roadway.

Second, the 95th percentile queue for the northbound left-turn from Beavercreek Road to Meyers Road is projected to increase by one vehicle length during the weekday AM and PM peak hours (the weekday AM peak hour length is projected to exceed the queue storage under background traffic conditions, presumably related primarily to high school activities). As shown in Figures 9 and 10, the proposed development is projected to add 7 northbound left-turns during the weekday AM peak hour and 1 left-turn during the weekday PM peak hour. Recognizing the relatively negligible increase in northbound left-turns due to site-generated trips, that the volume projections for the Meyers Road include significant assumed re-routing and future development, and that alternative site access is available via Glen Oak Road and High School Avenue, no mitigation is recommended.

While there are some other study intersection movements that are projected to have queues that exceed the available storage prior to the proposed site development, the development does not contribute to an increase in these queue lengths relative to the forecast background traffic conditions.

ON-SITE CIRCULATION/SITE-ACCESS OPERATIONS

Per the year 2022 total traffic analysis described above, the site driveways are expected to operate acceptably under stop control during the weekday AM and PM peak hours. The projected 95th percentile vehicle queues at the two driveways are projected to be one vehicle exiting the site and can be accommodated on-site. On-site parking is located in locations with sufficient throat depth such that parking vehicles should not interact with queues leaving the site driveways. In addition, intersection sight distance is expected to satisfy applicable City requirements at the driveway and are documented within the project civil engineering plans. Landscaping, above ground utilities, and signing should be located and maintained along the site frontage and throughout the site in a manner that provides adequate intersection sight distance the future per City Code.

ACCESS SPACING

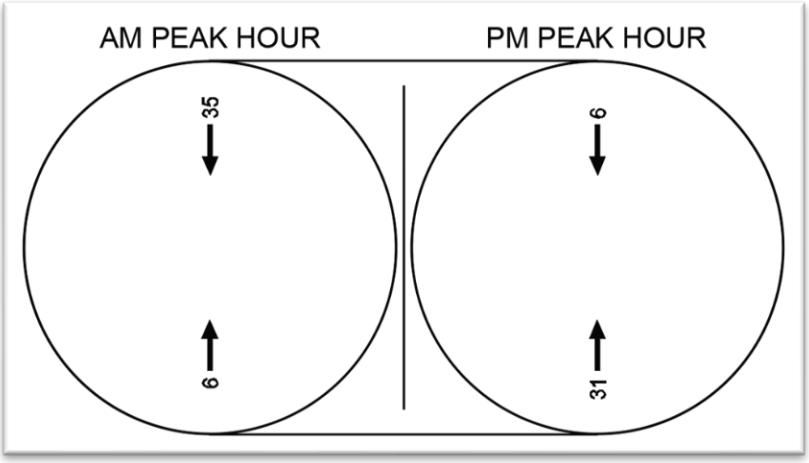
Meyers Road is classified as a Minor Arterial. Section 12.04.195 of the Oregon City Municipal Code requires that the minimum driveway spacing along a Minor Arterial is 175 feet. Both site driveways are located in positions previously determined by the City of Oregon City as part of the Meyers Road extension project. The proposed eastern driveway will be located approximately 175 feet west of the

existing west driveway for the Oregon City Transportation Maintenance Facility. The spacing between the two site driveways will be approximately 500 feet. Accordingly, access spacing will be in accordance with Oregon City Municipal Code.

BEAVERCREEK ROAD/OR 213 PROPORTIONATE SHARE TRIP TRACKING

Exhibit 1 illustrates the number of weekday peak hour site-generated peak hour trips that are projected to travel through the Beavercreek Road/OR 213 intersection. This trip assignment is provided for proportional share mitigation purposes per direction from City staff.

Exhibit 1: Site Trips though Beavercreek Road/OR 213 Intersection



The proposed development is expected to be assessed its proportional share contribution for planned improvements at the Beavercreek Road/OR 213 intersection based on 37 weekday PM peak hour site-generated trips that are projected to use the intersection. Based on the anticipated $219 cost per weekday PM peak hour trip[1], the proportional share fee is estimated at $8,103. The City of Oregon City will determine the final fee amount at the time of building permit.

[1] A $219 cost per weekday PM peak hour trip was identified by the City's traffic consultant in February 2020. The fee per trip was noted to be subject to change if a new cost estimate for the intersection project is developed in conjunction with an update of the City's capital improvement program prior to fee payment.

FINDINGS AND RECOMMENDATIONS

The results of the transportation impact analysis indicate that the proposed Advantis Credit Union Corporate Headquarters can be constructed while maintaining acceptable traffic operations at the study intersections. The findings of this analysis and our recommendations are discussed below.

Findings

- All the study intersections currently operate within adopted volume-to-capacity ratio requirements during the weekday AM and PM peak hours and are projected to continue to do so in 2022 before and with the proposed headquarters building.
- A review of historical crash data did not reveal any patterns or trends in the site vicinity that require mitigation associated with the proposed development. While the Meyers Road/OR 213 intersection area appears on ODOT Region 1's top 15% SPIS list, the intersection is currently being reconfigured in conjunction with the Meyers Road extension project.
- The two site driveways are in locations constructed with the Meyers Road extension project, are expected to operate acceptably under stop control and are projected to have 95th percentile queues of one vehicle or less entering and exiting the site.
- Intersection sight distance is expected to satisfy applicable City requirements at the site driveway and are documented within the proposed civil engineering design plans.

Recommendations

- The proposed development should pay its proportional share contribution for planned improvements at the Beavercreek Road/OR 213 intersection based on 37 weekday PM peak hour site-generated trips that are projected to use the intersection. Based on the anticipated $219 cost per weekday PM peak hour trip, the proportional share fee is estimated at $8,103. The City of Oregon City will determine the final fee amount at the time of building permit.
- Landscaping, above ground utilities, and signing should be located and maintained along the site frontage and throughout the site in a manner that provides adequate intersection sight distance per City Code.

REFERENCES

1. City of Oregon City. *Guidelines for Transportation Impact Analyses*. 2005.
2. Transportation Research Board. *Highway Capacity Manual, 6th Edition*. 2016.
3. Oregon Department of Transportation. *Oregon Highway Plan*. 2015.
4. City of Oregon City. *Oregon City Transportation System Plan*. 2013.
5. Oregon Department of Transportation. Analysis Procedures Manual Version 2. Last Update April 2020.
6. Institute of Transportation Engineers. *Trip Generation Manual, 10th Edition*. 2017.

APPENDICES

A. Scoping Memorandum

B. Traffic Counts/Volume Development

C. Existing Traffic Conditions Analysis Worksheets

D. Queuing Analysis

E. ODOT Crash Data

F. Year 2022 Background Traffic Conditions Analysis Worksheets

G. Year 2022 Total Traffic Conditions Analysis Worksheets

Appendix A Scoping Letter

KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: April 3, 2020 Project #: 24790

To: John Replinger, Replinger Associates
Soo Anderson, JLL

From: Chris Brehmer and Julia Kuhn
Project: Advantis Credit Union
Subject: Traffic Impact Study Scope

Advantis Credit Union is proposing to construct an 80,000 square foot office building to the north of Meyers Road, directly west of the Oregon City School District Transportation offices. Based on the City's Guidelines, the anticipated vehicular trips associated with the construction and occupancy of this building requires the preparation of a Transportation Impact Analysis (TIA). Accordingly, this memo presents a scope for our TIA for the new building. For reference purposes, a draft conceptual site plan is attached to this memorandum to facilitate review of our proposed scope.

TRIP GENERATION

The trips associated with the office building were estimated based on rates contained in the 10th Edition of the *Trip Generation Manual* (2017, as published by the Institute of Transportation Engineers). This is shown in Table 1.

Table 1. Advantis Trip Generation

Land Use	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
Office	710	80,000	854	102	88	14	92	15	77

TRIP DISTRIBUTION

We propose to use the trip distribution pattern shown in Exhibit 1.

Exhibit 1. Preliminary Trip Distribution Pattern

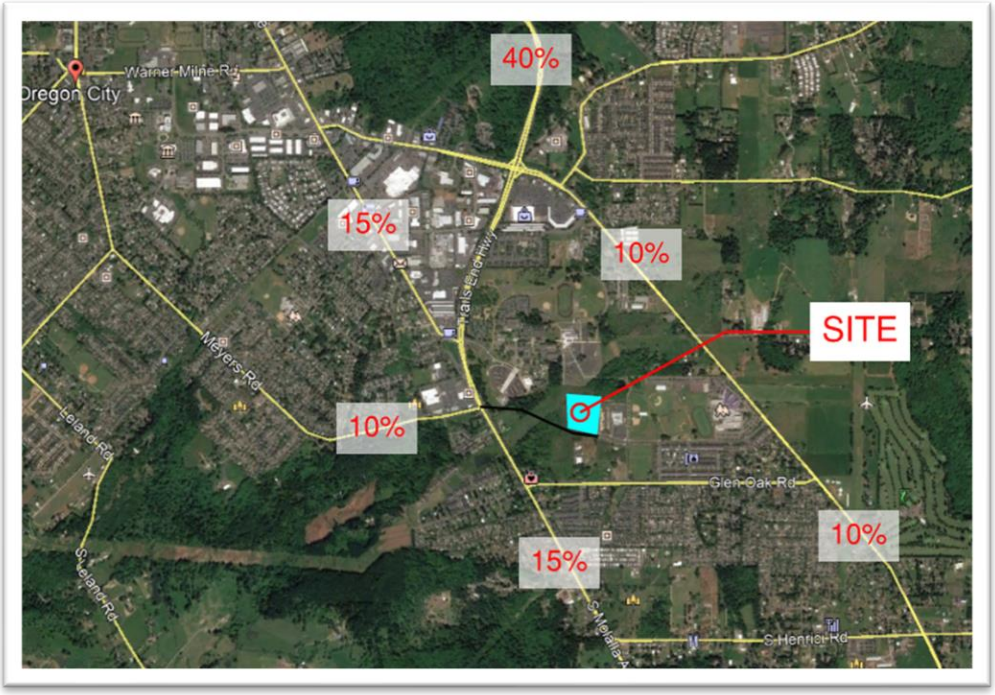


Image Source: Google Earth

STUDY INTERSECTIONS

Per Section 7.2 of the Oregon City Traffic Impact Guidelines, intersections anticipated to experience an increase of 20 or more peak hour trips should be studied. Using the above trip generation and distribution, we propose the following study intersections:

- Meyers Road /Highway 213;
- Molalla Avenue/Highway 213;
- Meyers Road/Advantis Site Access;
- Meyers Road/High School Avenue; and,
- Meyers Road/Beavercreek Road.

Due to the current atypical traffic conditions associated with the COVID-19 pandemic, we propose to develop an existing conditions analysis using historic traffic counts and engineering judgement. The historic turning movement counts will be used to form the basis of the study and will be adjusted to estimate typical conditions in 2020.

In addition, we will provide trip assignment to the Beavercreek Road/Highway 213 intersection for proportional share mitigation tracking purposes.

STUDY TIME PERIODS

We propose to include the following study periods in our analysis:

- Existing weekday AM and PM peak hour
- 2022 Background (pre-development) weekday AM and PM peak hour
- 2022 Total Traffic (with site development) weekday AM and PM peak hour

BACKGROUND GROWTH RATES AND IN-PROCESS TRAFFIC

Per previous TIAs, we propose to use a background growth rate of 0.5 percent per year. Can you please provide us with the relevant in-process traffic for inclusion in the 2022 analyses?

CRASH ANALYSIS

We will request the most recent five years of crash data at the study intersections from ODOT.

NEXT STEPS

We look forward to receiving your feedback on our proposed scope. We appreciate your assistance on this project.

Appendix B Traffic Counts/Volume Development

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

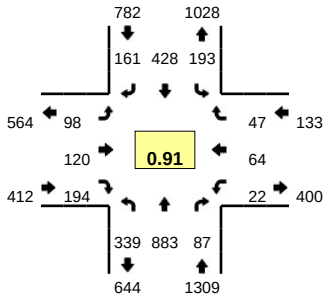
LOCATION: Cascade Hwy -- Molalla Ave

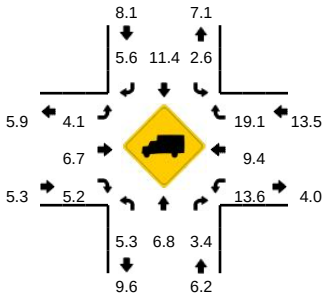
CITY/STATE: Oregon City, OR

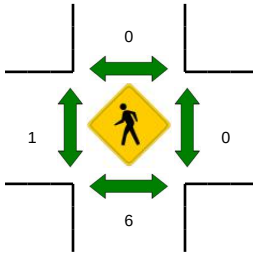
QC JOB #: 14792815

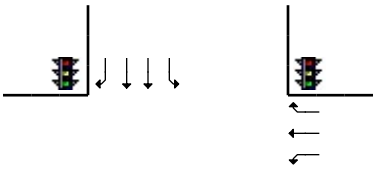
DATE: Tue, Nov 13 2018

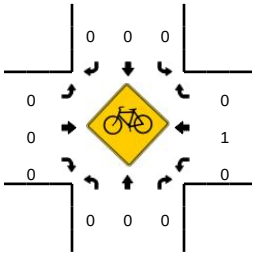
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

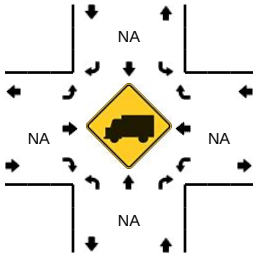


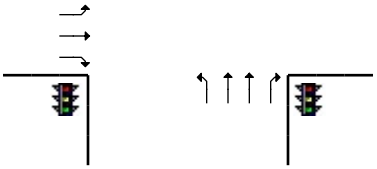


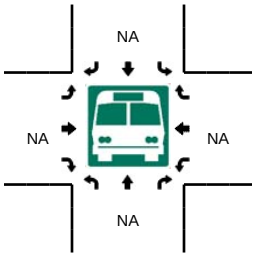












5-Min Count Period Beginning At	Cascade Hwy (Northbound)				Cascade Hwy (Southbound)				Molalla Ave (Eastbound)				Molalla Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	17	73	4	0	7	34	14	0	6	6	10	0	0	1	1	0	173	
7:05 AM	20	85	2	0	9	30	10	0	8	3	5	0	1	4	3	0	180	
7:10 AM	14	74	3	0	6	21	7	0	5	2	6	0	1	7	1	0	147	
7:15 AM	30	92	5	0	4	33	17	0	7	5	5	0	0	1	1	0	200	
7:20 AM	24	86	3	0	6	30	7	0	12	6	12	0	2	4	0	0	192	
7:25 AM	27	77	8	0	4	25	21	0	6	8	18	0	2	2	2	0	200	
7:30 AM	26	60	10	0	15	24	14	0	10	11	12	0	0	1	4	0	187	
7:35 AM	30	98	9	0	24	35	12	0	9	8	19	0	0	4	4	0	252	
7:40 AM	24	67	10	0	18	26	11	0	10	19	10	0	2	9	2	0	208	
7:45 AM	29	98	7	0	26	30	9	0	7	13	20	0	2	6	11	0	258	
7:50 AM	23	67	17	0	23	45	13	0	11	13	22	0	1	6	6	0	247	
7:55 AM	41	63	12	0	18	36	13	0	2	12	12	0	2	5	6	0	222	2466
8:00 AM	20	60	5	0	25	57	22	0	13	13	18	0	2	12	4	0	251	2544
8:05 AM	25	75	7	0	10	33	16	0	9	6	8	0	1	2	3	0	195	2559
8:10 AM	35	67	4	0	10	29	14	0	14	11	16	0	4	6	3	0	213	2625
8:15 AM	31	70	3	0	3	37	12	0	4	2	20	0	5	3	1	0	191	2616
8:20 AM	27	67	3	0	18	29	14	0	8	8	11	0	1	4	3	0	193	2617
8:25 AM	32	76	4	0	5	43	11	0	5	5	19	0	2	3	2	0	207	2624
8:30 AM	22	75	6	0	13	28	14	0	6	10	19	0	0	4	2	0	199	2636
8:35 AM	36	79	6	0	7	36	9	0	5	5	12	0	0	2	2	0	199	2583
8:40 AM	22	69	12	0	17	32	10	0	11	6	22	0	4	4	7	0	216	2591
8:45 AM	33	66	13	0	18	37	6	0	4	7	24	0	0	5	4	0	217	2550
8:50 AM	24	54	10	0	22	43	16	0	8	13	18	0	2	8	3	0	221	2524
8:55 AM	26	70	13	0	16	34	22	0	4	7	22	0	1	4	3	0	222	2524

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	372	912	144	0	268	444	140	0	80	152	216	0	20	68	92	0	2908
Heavy Trucks	32	88	0		4	28	12		4	8	12		0	0	16		204
Pedestrians		4				0				4				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/27/2018 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

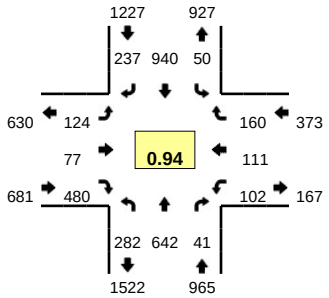
LOCATION: Cascade Hwy -- Molalla Ave

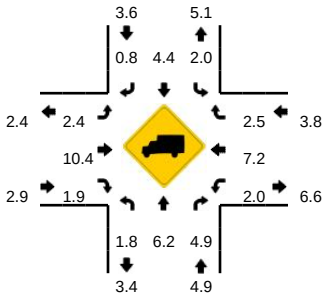
CITY/STATE: Oregon City, OR

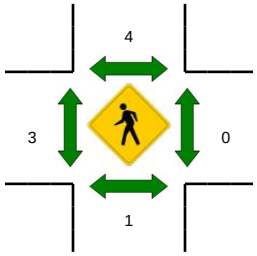
QC JOB #: 14792816

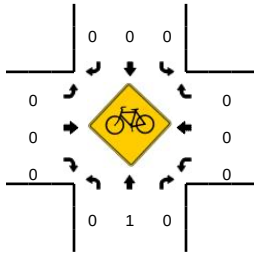
DATE: Tue, Nov 13 2018

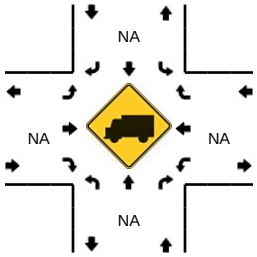
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

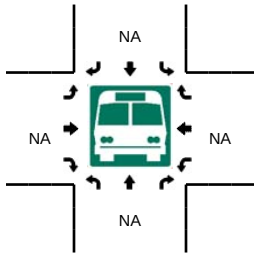












5-Min Count Period Beginning At	Cascade Hwy (Northbound)				Cascade Hwy (Southbound)				Molalla Ave (Eastbound)				Molalla Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	29	55	4	0	1	91	27	0	11	8	48	0	11	12	16	0	313	
4:05 PM	17	54	4	0	2	89	15	0	10	1	42	0	9	7	10	0	260	
4:10 PM	36	58	1	0	2	92	22	0	10	5	47	0	8	5	6	0	292	
4:15 PM	29	50	5	0	2	63	11	0	14	9	42	0	13	7	10	0	255	
4:20 PM	22	56	3	0	7	80	19	0	5	3	39	0	5	9	7	0	255	
4:25 PM	23	64	4	0	4	78	18	1	7	15	31	0	5	7	15	0	272	
4:30 PM	28	49	5	0	3	48	16	0	13	4	51	0	9	17	9	0	252	
4:35 PM	11	50	5	0	6	100	15	0	14	9	32	0	6	8	11	0	267	
4:40 PM	29	57	2	0	5	62	31	0	7	8	33	0	5	5	9	0	253	
4:45 PM	22	59	3	0	8	51	18	0	13	7	45	0	9	12	12	0	259	
4:50 PM	17	41	1	0	8	94	19	0	12	6	30	0	12	11	25	0	276	
4:55 PM	19	49	4	0	1	92	26	0	8	2	40	0	10	11	30	0	292	3246
5:00 PM	26	42	5	0	2	68	15	0	8	4	45	0	8	13	36	0	272	3205
5:05 PM	23	43	4	0	0	78	19	0	7	6	45	0	11	21	15	0	272	3217
5:10 PM	22	57	3	0	5	84	26	0	12	4	34	0	7	11	17	0	282	3207
5:15 PM	20	61	3	0	11	71	18	0	16	7	41	0	6	5	7	0	266	3218
5:20 PM	14	39	4	0	4	86	25	0	11	5	33	0	7	11	15	0	254	3217
5:25 PM	9	56	7	0	8	91	10	0	12	12	34	0	6	6	8	0	259	3204
5:30 PM	22	56	4	0	7	67	17	0	7	9	32	0	5	4	3	0	233	3185
5:35 PM	26	48	3	0	5	89	13	0	15	11	55	0	3	7	8	0	283	3201
5:40 PM	24	30	11	0	9	61	18	0	9	11	37	0	2	6	5	0	223	3171
5:45 PM	27	44	9	0	21	115	19	0	4	2	22	0	5	1	3	0	272	3184
5:50 PM	25	49	5	0	7	69	19	0	10	18	52	0	7	7	2	0	270	3178
5:55 PM	23	33	4	0	7	60	23	0	3	11	33	0	3	4	6	0	210	3096

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	328	668	36	0	20	1088	256	0	124	56	548	0	112	96	128	0	3460
Heavy Trucks	8	36	0		0	48	0		12	12	24		0	8	4		152
Pedestrians		0				8				4				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 11/27/2018 4:01 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

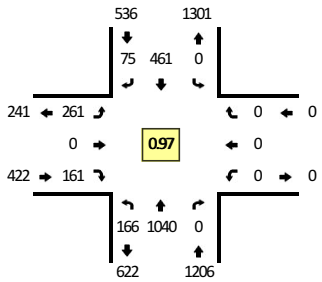
Type of peak hour being reported: Intersection Peak

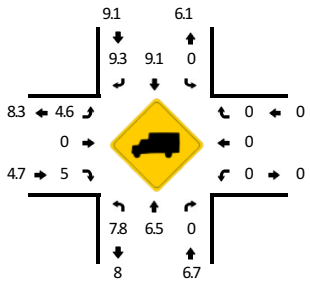
Method for determining peak hour: Total Entering Volume

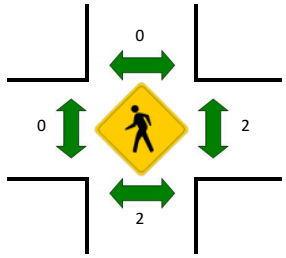
LOCATION: Cascade Hwy -- Meyers Rd
CITY/STATE: Oregon City, OR

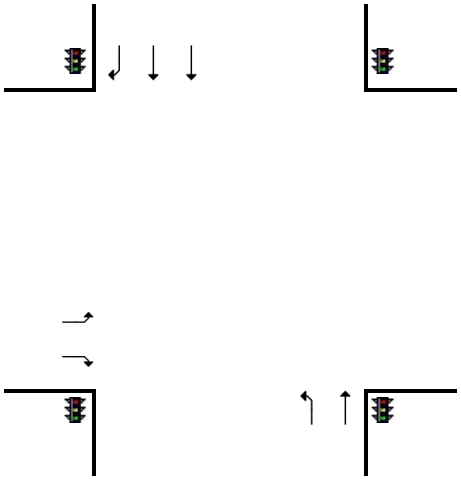
QC JOB #: 14415403
DATE: Thu, May 11 2017

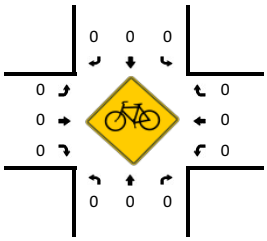
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

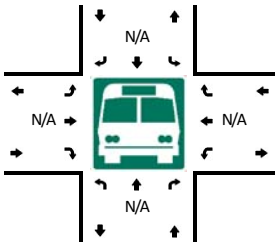


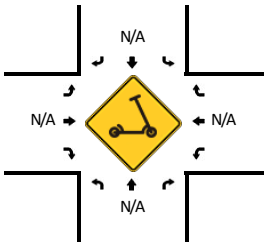












5-Min Count Period Beginning At	Cascade Hwy (Northbound)				Cascade Hwy (Southbound)				Meyers Rd (Eastbound)				Meyers Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	74	0	0	0	31	7	0	27	0	13	0	0	0	0	0	152	
7:05 AM	6	103	0	0	0	28	8	0	16	0	8	0	0	0	0	0	169	
7:10 AM	5	78	0	0	0	35	2	0	15	0	20	0	0	0	0	0	155	
7:15 AM	9	103	0	0	0	36	2	0	17	0	18	0	0	0	0	0	185	
7:20 AM	13	83	0	0	0	30	5	0	19	0	21	0	0	0	0	0	171	
7:25 AM	18	86	0	0	0	24	10	0	19	0	25	0	0	0	0	0	182	
7:30 AM	13	88	0	0	0	36	8	0	29	0	21	0	0	0	0	0	195	
7:35 AM	11	89	0	0	0	36	4	0	16	0	20	0	0	0	0	0	176	
7:40 AM	18	77	0	0	0	32	5	0	24	0	16	0	0	0	0	0	172	
7:45 AM	22	90	0	0	0	48	8	0	21	0	7	0	0	0	0	0	196	
7:50 AM	7	90	0	0	0	33	3	0	28	0	4	0	0	0	0	0	165	
7:55 AM	19	83	0	0	0	63	6	0	16	0	7	0	0	0	0	0	194	2112
8:00 AM	13	82	0	0	0	32	3	0	30	0	4	0	0	0	0	0	164	2124
8:05 AM	15	91	0	0	0	50	9	0	16	0	6	0	0	0	0	0	187	2142
8:10 AM	8	78	0	0	0	41	12	0	26	0	12	0	0	0	0	0	177	2164
8:15 AM	10	84	0	0	0	33	11	0	16	0	7	0	0	0	0	0	161	2140
8:20 AM	14	70	0	0	0	44	4	0	23	0	6	0	0	0	0	0	161	2130
8:25 AM	16	82	0	0	0	38	7	0	10	0	7	0	0	0	0	0	160	2108
8:30 AM	8	85	0	0	0	41	7	0	18	0	3	0	0	0	0	0	162	2075
8:35 AM	6	95	0	0	0	45	9	0	12	0	9	0	0	0	0	0	176	2075
8:40 AM	12	75	0	0	0	38	4	0	20	0	8	0	0	0	0	0	157	2060
8:45 AM	12	83	0	0	0	36	14	0	9	0	13	0	0	0	0	0	167	2031
8:50 AM	5	82	0	0	0	36	4	0	19	0	18	0	0	0	0	0	164	2030
8:55 AM	8	78	0	0	0	53	5	0	12	0	4	0	0	0	0	0	160	1996

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	192	1052	0	0	0	576	68	0	260	0	72	0	0	0	0	0	2220
Heavy Trucks	12	64	0		0	68	4		12	0	0		0	0	0		160
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 4/14/2020 9:45 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

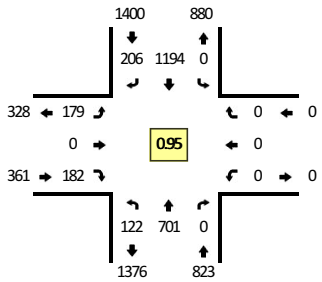
Type of peak hour being reported: Intersection Peak

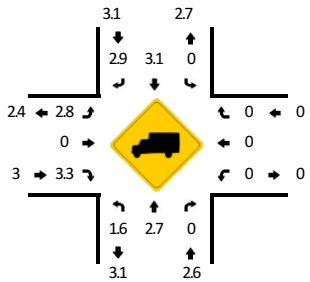
Method for determining peak hour: Total Entering Volume

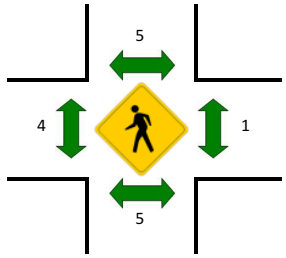
LOCATION: Cascade Hwy -- Meyers Rd
CITY/STATE: Oregon City, OR

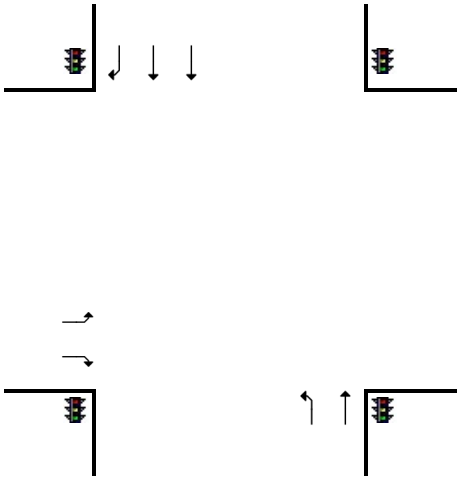
QC JOB #: 14415404
DATE: Thu, May 11 2017

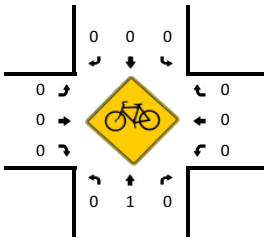
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

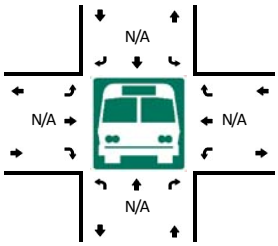


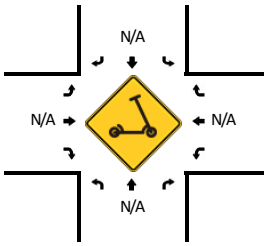












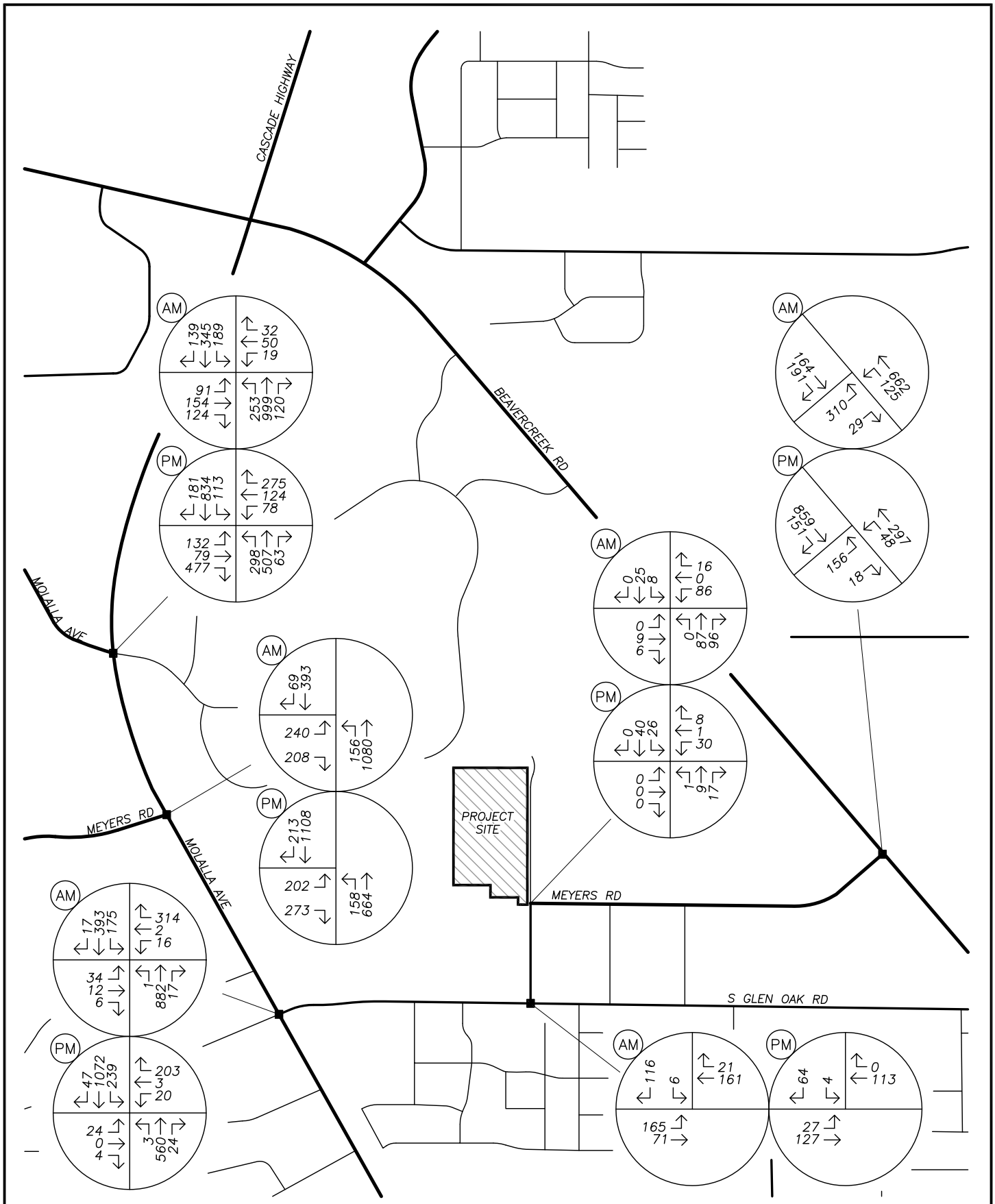
5-Min Count Period Beginning At	Cascade Hwy (Northbound)				Cascade Hwy (Southbound)				Meyers Rd (Eastbound)				Meyers Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	51	0	0	0	78	11	0	20	0	21	0	0	0	0	0	193	
4:05 PM	11	76	0	0	0	103	19	0	12	0	14	0	0	0	0	0	235	
4:10 PM	4	70	0	0	0	109	16	0	5	0	14	0	0	0	0	0	218	
4:15 PM	12	78	0	0	0	62	6	0	16	0	24	0	0	0	0	0	198	
4:20 PM	18	82	0	0	0	88	7	0	13	0	11	0	0	0	0	0	219	
4:25 PM	19	48	0	0	0	78	10	0	10	0	13	0	0	0	0	0	178	
4:30 PM	10	42	0	0	0	80	8	0	15	0	14	0	0	0	0	0	169	
4:35 PM	6	50	0	0	0	93	9	0	12	0	13	0	0	0	0	0	183	
4:40 PM	5	56	0	0	0	81	18	0	14	0	20	0	0	0	0	0	194	
4:45 PM	5	75	0	0	0	82	10	0	15	0	13	0	0	0	0	0	200	
4:50 PM	17	51	0	0	0	105	5	0	15	0	8	0	0	0	0	0	201	
4:55 PM	5	57	0	0	0	109	19	0	14	0	14	0	0	0	0	0	218	2406
5:00 PM	13	66	0	0	0	100	13	0	14	0	15	0	0	0	0	0	221	2434
5:05 PM	14	51	0	0	0	72	12	0	12	0	20	0	0	0	0	0	181	2380
5:10 PM	6	67	0	0	0	112	18	0	15	0	14	0	0	0	0	0	232	2394
5:15 PM	10	50	0	0	0	102	25	0	13	0	8	0	0	0	0	0	208	2404
5:20 PM	14	50	0	0	0	80	14	0	15	0	20	0	0	0	0	0	193	2378
5:25 PM	8	60	0	0	0	129	8	0	10	0	15	0	0	0	0	0	230	2430
5:30 PM	10	59	0	0	0	109	17	0	9	0	9	0	0	0	0	0	213	2474
5:35 PM	14	50	0	0	0	87	17	0	20	0	15	0	0	0	0	0	203	2494
5:40 PM	7	62	0	0	0	107	21	0	14	0	13	0	0	0	0	0	224	2524
5:45 PM	8	77	0	0	0	102	23	0	20	0	12	0	0	0	0	0	242	2566
5:50 PM	10	53	0	0	0	94	13	0	25	0	21	0	0	0	0	0	216	2581
5:55 PM	8	56	0	0	0	100	25	0	12	0	20	0	0	0	0	0	221	2584

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	100	768	0	0	0	1212	228	0	236	0	184	0	0	0	0	0	2728
Heavy Trucks	0	40	0		0	44	8		8	0	0		0	0	0		100
Buses																	
Pedestrians		8				8				4				4			24
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 4/14/2020 9:45 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212



TRAFFIC VOLUMES
Year 2016 Background Plus Site Conditions
AM & PM Peak Hours

no scale

FIGURE 5

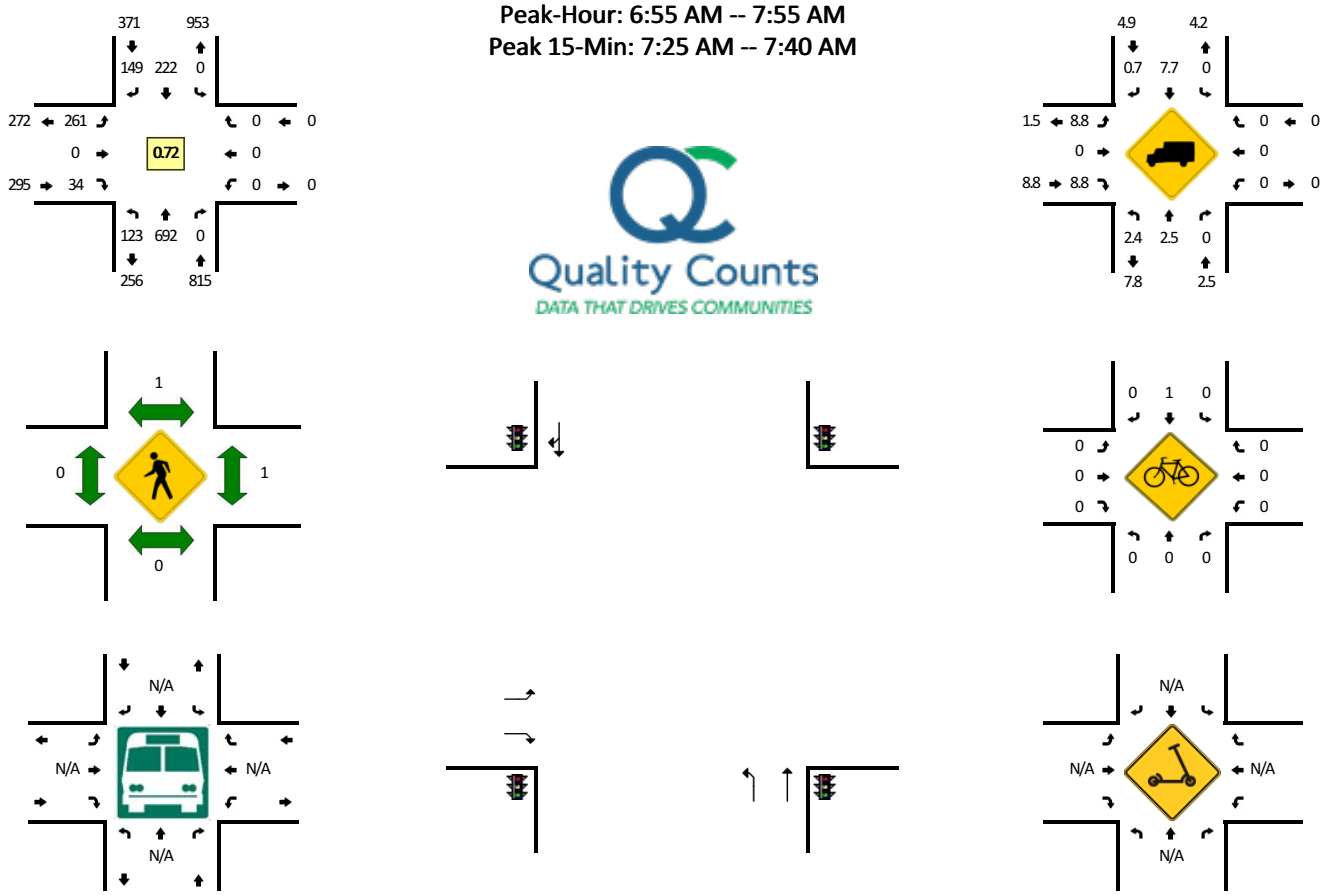
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

LOCATION: S Beavercreek Rd -- Meyers Rd
CITY/STATE: Oregon City, OR

QC JOB #: 15225501
DATE: Tue, Feb 23 2016

Peak-Hour: 6:55 AM -- 7:55 AM
Peak 15-Min: 7:25 AM -- 7:40 AM



5-Min Count Period Beginning At	S Beavercreek Rd (Northbound)				S Beavercreek Rd (Southbound)				Meyers Rd (Eastbound)				Meyers Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	15	0	0	0	2	0	0	1	0	0	0	0	0	0	0	18	
5:05 AM	1	18	0	0	0	2	0	0	3	0	0	0	0	0	0	0	24	
5:10 AM	0	21	0	0	0	2	0	0	0	0	0	0	0	0	0	0	23	
5:15 AM	0	27	0	0	0	5	1	0	0	0	0	0	0	0	0	0	33	
5:20 AM	0	27	0	0	0	1	0	0	3	0	2	0	0	0	0	0	33	
5:25 AM	0	29	0	0	0	5	1	0	1	0	0	0	0	0	0	0	36	
5:30 AM	0	33	0	0	0	0	1	0	2	0	0	0	0	0	0	0	36	
5:35 AM	0	27	0	0	0	0	1	0	3	0	1	0	0	0	0	0	32	
5:40 AM	1	33	0	0	0	0	0	0	2	0	0	0	0	0	0	0	36	
5:45 AM	0	40	0	0	0	4	1	0	0	0	0	0	0	0	0	0	45	
5:50 AM	2	41	0	0	0	4	1	1	0	0	0	0	0	0	0	0	49	
5:55 AM	0	35	0	0	0	6	1	0	4	0	0	0	0	0	0	0	46	411
6:00 AM	0	45	0	0	0	3	2	0	5	0	0	0	0	0	0	0	55	448
6:05 AM	3	51	0	0	0	2	0	0	1	0	0	0	0	0	0	0	57	481
6:10 AM	2	48	0	0	0	2	1	0	7	0	0	0	0	0	0	0	60	518
6:15 AM	1	52	0	0	0	1	1	0	5	0	3	0	0	0	0	0	63	548
6:20 AM	0	51	0	0	0	13	5	0	7	0	2	0	0	0	0	0	78	593
6:25 AM	0	62	0	0	0	5	2	0	20	0	0	0	0	0	0	0	89	646
6:30 AM	3	52	0	0	0	4	4	0	11	0	0	0	0	0	0	0	74	684
6:35 AM	5	64	0	0	0	6	2	0	8	0	1	0	0	0	0	0	86	738
6:40 AM	2	64	0	0	0	4	2	0	11	0	0	0	0	0	0	0	83	785
6:45 AM	4	64	0	0	0	9	7	0	12	0	1	0	0	0	0	0	97	837
6:50 AM	3	51	0	0	0	10	3	0	9	0	3	0	0	0	0	0	79	867
6:55 AM	4	58	0	0	0	9	10	0	12	0	2	0	0	0	0	0	95	916
7:00 AM	9	46	0	0	0	7	4	0	13	0	1	0	0	0	0	0	80	941
7:05 AM	6	65	0	0	0	15	2	0	21	0	5	0	0	0	0	0	114	998
7:10 AM	9	52	0	0	0	16	8	0	22	0	2	0	0	0	0	0	109	1047
7:15 AM	9	44	0	0	0	16	12	0	24	0	1	0	0	0	0	0	106	1090
7:20 AM	12	61	0	0	0	17	21	0	29	0	2	0	0	0	0	0	142	1154
7:25 AM	30	51	0	0	0	22	30	0	18	0	7	0	0	0	0	0	158	1223
7:30 AM	19	66	0	0	0	26	28	0	33	0	5	0	0	0	0	0	177	1326
7:35 AM	18	69	0	0	0	34	19	0	36	0	3	0	0	0	0	0	179	1419
7:40 AM	5	52	0	0	0	18	10	0	27	0	3	0	0	0	0	0	115	1451
7:45 AM	1	71	0	0	0	24	2	0	15	0	3	0	0	0	0	0	116	1470
7:50 AM	1	57	0	0	0	18	3	0	11	0	0	0	0	0	0	0	90	1481
7:55 AM	2	55	0	0	0	15	3	0	4	0	1	0	0	0	0	0	80	1466
8:00 AM	3	53	0	0	0	16	3	0	9	0	1	0	0	0	0	0	85	1471
8:05 AM	3	63	0	0	0	13	5	0	7	0	0	0	0	0	0	0	91	1448

5-Min Count Period Beginning At	S Beavercreek Rd (Northbound)				S Beavercreek Rd (Southbound)				Meyers Rd (Eastbound)				Meyers Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:10 AM	4	51	0	0	0	9	2	0	8	0	0	0	0	0	0	0	74	1413
8:15 AM	0	50	0	0	0	13	3	0	8	0	0	0	0	0	0	0	74	1381
8:20 AM	1	61	0	0	0	18	2	0	2	0	0	0	0	0	0	0	84	1323
8:25 AM	1	43	0	0	0	13	2	0	7	0	1	0	0	0	0	0	67	1232
8:30 AM	0	45	0	0	0	14	3	0	2	0	0	0	0	0	0	0	64	1119
8:35 AM	2	44	0	0	0	14	2	0	4	0	0	0	0	0	0	0	66	1006
8:40 AM	1	38	0	0	0	28	5	0	6	0	2	0	0	0	0	0	80	971
8:45 AM	1	58	0	0	0	18	3	0	8	0	0	0	0	0	0	0	88	943
8:50 AM	0	29	0	0	0	24	4	0	8	0	0	0	0	0	0	0	65	918
8:55 AM	1	33	0	0	0	17	6	0	8	0	0	0	0	0	0	0	65	903
9:00 AM	0	29	0	0	0	15	4	0	6	0	0	0	0	0	0	0	54	872
9:05 AM	0	37	0	0	0	20	4	0	9	0	0	0	0	0	0	0	70	851
9:10 AM	0	24	0	0	0	17	0	0	7	0	0	0	0	0	0	0	48	825
9:15 AM	0	29	0	0	0	19	5	0	0	0	0	0	0	0	0	0	53	804
9:20 AM	1	55	0	0	0	16	2	0	5	0	1	0	0	0	0	0	80	800
9:25 AM	0	28	0	0	0	20	1	0	4	0	0	0	0	0	0	0	53	786
9:30 AM	1	41	0	0	0	15	3	0	4	0	1	0	0	0	0	0	65	787
9:35 AM	0	41	0	0	0	14	3	0	5	0	0	0	0	0	0	0	63	784
9:40 AM	0	37	0	0	0	16	0	0	2	0	0	0	0	0	0	0	55	759
9:45 AM	0	44	0	0	0	24	3	0	7	0	0	0	0	0	0	0	78	749
9:50 AM	0	30	0	0	0	13	3	0	4	0	0	0	0	0	0	0	50	734
9:55 AM	0	29	0	0	0	16	1	0	4	0	0	0	0	0	0	0	50	719
10:00 AM	1	20	0	0	0	17	8	0	3	0	0	0	0	0	0	0	49	714
10:05 AM	1	34	0	0	0	21	3	0	5	0	0	0	0	0	0	0	64	708
10:10 AM	1	22	0	0	0	13	7	0	5	0	0	0	0	0	0	0	48	708
10:15 AM	0	28	0	0	0	23	4	0	9	0	2	0	0	0	0	0	66	721
10:20 AM	0	37	0	0	0	15	6	0	41	0	6	0	0	0	0	0	105	746
10:25 AM	1	36	0	0	0	22	1	0	10	0	1	0	0	0	0	0	71	764
10:30 AM	0	32	0	0	0	25	5	0	5	0	1	0	0	0	0	0	68	767
10:35 AM	1	43	0	0	0	22	5	0	4	0	0	0	0	0	0	0	75	779
10:40 AM	0	22	0	0	0	27	6	0	7	0	0	0	0	0	0	0	62	786
10:45 AM	1	25	0	0	0	26	8	0	7	0	0	0	0	0	0	0	67	775
10:50 AM	1	30	0	0	0	33	6	0	7	0	0	0	0	0	0	0	77	802
10:55 AM	0	18	0	0	0	20	1	0	8	0	1	0	0	0	0	0	48	800
11:00 AM	0	37	0	0	0	23	4	0	11	0	0	0	0	0	0	0	75	826
11:05 AM	0	31	0	0	0	20	2	0	5	0	0	0	0	0	0	0	58	820
11:10 AM	0	29	0	0	0	17	2	0	5	0	0	0	0	0	0	0	53	825
11:15 AM	1	28	0	0	0	27	2	0	2	0	0	0	0	0	0	0	60	819
11:20 AM	0	30	0	0	0	29	2	0	5	0	0	0	0	0	0	0	66	780
11:25 AM	0	32	0	0	0	27	1	0	6	0	0	0	0	0	0	0	66	775
11:30 AM	0	32	0	0	0	11	1	0	6	0	1	0	0	0	0	0	51	758
11:35 AM	0	34	0	0	0	24	2	0	19	0	1	0	0	0	0	0	80	763
11:40 AM	3	32	0	0	0	26	3	0	26	0	1	0	0	0	0	0	91	792
11:45 AM	0	20	0	0	0	30	2	0	7	0	1	0	0	0	0	0	60	785
11:50 AM	0	34	0	0	0	34	3	0	4	0	1	0	0	0	0	0	76	784
11:55 AM	0	27	0	0	0	25	8	0	3	0	0	0	0	0	0	0	63	799
12:00 PM	5	19	0	0	0	39	8	0	2	0	3	0	0	0	0	0	76	800
12:05 PM	2	34	0	0	0	24	11	0	7	0	0	0	0	0	0	0	78	820
12:10 PM	1	21	0	0	0	29	9	0	6	0	1	0	0	0	0	0	67	834
12:15 PM	1	33	0	0	0	29	4	0	10	0	0	0	0	0	0	0	77	851
12:20 PM	0	28	0	0	0	32	2	0	8	0	0	0	0	0	0	0	70	855
12:25 PM	0	30	0	0	0	30	0	0	6	0	0	0	0	0	0	0	66	855
12:30 PM	0	27	0	0	0	32	2	0	4	0	1	0	0	0	0	0	66	870
12:35 PM	0	35	0	0	0	23	1	0	5	0	0	0	0	0	0	0	64	854
12:40 PM	1	20	0	0	0	36	2	0	5	0	0	0	0	0	0	0	64	827
12:45 PM	0	41	0	0	0	35	7	0	3	0	2	0	0	0	0	0	88	855
12:50 PM	0	38	0	0	0	24	7	0	6	0	1	0	0	0	0	0	76	855
12:55 PM	0	23	0	0	0	22	1	0	6	0	0	0	0	0	0	0	52	844
1:00 PM	0	26	0	0	0	29	2	0	2	0	2	0	0	0	0	0	61	829
1:05 PM	0	34	0	0	0	31	2	0	3	0	0	0	0	0	0	0	70	821
1:10 PM	1	33	0	0	0	35	0	0	5	0	0	0	0	0	0	0	74	828
1:15 PM	1	26	0	0	0	33	5	0	1	0	0	0	0	0	0	0	66	817
1:20 PM	0	29	0	0	0	26	2	0	3	0	2	0	0	0	0	0	62	809
1:25 PM	1	31	0	0	0	22	2	0	4	0	1	0	0	0	0	0	61	804
1:30 PM	2	34	0	0	0	25	2	0	9	0	1	0	0	0	0	0	73	811
1:35 PM	0	25	0	0	0	30	2	0	12	0	3	0	0	0	0	0	72	819
1:40 PM	1	38	0	0	0	47	2	0	12	0	0	0	0	0	0	0	100	855
1:45 PM	0	32	0	0	0	24	2	0	5	0	3	0	0	0	0	0	66	833
1:50 PM	0	23	0	0	0	36	4	0	4	0	0	0	0	0	0	0	67	824
1:55 PM	0	26	0	0	0	40	5	1	7	0	1	0	0	0	0	0	80	852
2:00 PM	0	29	0	0	0	30	3	0	1	0	1	0	0	0	0	0	64	855
2:05 PM	0	22	0	0	0	40	1	0	7	0	0	0	0	0	0	0	70	855
2:10 PM	0	29	0	0	0	33	5	0	1	0	0	0	0	0	0	0	68	849
2:15 PM	1	30	0	0	0	34	1	0	3	0	0	0	0	0	0	0	69	852
2:20 PM	1	16	0	0	0	47	6	0	6	0	0	0	0	0	0	0	76	866
2:25 PM	0	26	0	0	0	40	5	0	8	0	0	0	0	0	0	0	79	884
2:30 PM	4	37	0	0	0	23	6	0	7	0	0	0	0	0	0	0	77	888
2:35 PM	2	25	0	0	0	42	5	0	8	0	0	0	0	0	0	0	82	898
2:40 PM	1	25	0	0	0	44	10	0	6	0	3	0	0	0	0	0	89	887
2:45 PM	4	38	0	0	0	47	19	0	14	0	3	0	0	0	0	0	125	946
2:50 PM	3	31	0	0	0	57	12	0	17	0	5	0	0	0	0	0	125	1004
2:55 PM	3	26	0	0	0	54	10	0	50	0	8	0	0	0	0	0	151	1075
3:00 PM	3	38	0	0	0	48	7	0	59	0	5	0	0	0	0	0	160	1171
3:05 PM	0	24	0	0	0	42	12	0	53	0	7	0	0	0	0	0	138	1239
3:10 PM	1	34	0	0	0	55	14	0	34	0	2	0	0	0	0	0	140	1311
3:15 PM	0	28	0	0	0	53	8	0	17	0	2	0	0	0	0	0	108	1350
3:20 PM	0	36	0	0	0	39	8	0	20	0	2	0	0	0	0	0	105	1379
3:25 PM	0	28	0	0	0	37	9	0	16	0	3	0	0	0	0	0	93	1393
3:30 PM	3	28	0	0	0	59	7	0	10	0	3	0	0	0	0	0	110	1426

5-Min Count Period Beginning At	S Beavercreek Rd (Northbound)				S Beavercreek Rd (Southbound)				Meyers Rd (Eastbound)				Meyers Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:35 PM	1	28	0	0	0	60	8	0	4	0	2	0	0	0	0	0	103	1447
3:40 PM	2	37	0	0	0	51	7	0	28	0	2	0	0	0	0	0	127	1485
3:45 PM	2	52	0	0	0	59	14	0	12	0	3	0	0	0	0	0	142	1502
3:50 PM	4	24	0	0	0	65	11	0	18	0	3	0	0	0	0	0	125	1502
3:55 PM	1	31	0	0	0	71	15	0	13	0	3	0	0	0	0	0	134	1485
4:00 PM	2	39	0	0	0	64	9	0	11	0	3	0	0	0	0	0	128	1453
4:05 PM	1	25	0	0	0	49	11	0	17	0	3	0	0	0	0	0	106	1421
4:10 PM	4	30	0	0	0	70	14	0	7	0	0	0	0	0	0	0	125	1406
4:15 PM	5	32	0	0	0	74	15	0	7	0	4	0	0	0	0	0	137	1435
4:20 PM	2	32	0	0	0	65	14	0	13	0	2	0	0	0	0	0	128	1458
4:25 PM	1	24	0	0	0	66	11	0	7	0	2	0	0	0	0	0	111	1476
4:30 PM	0	36	0	0	0	80	13	0	5	0	0	0	0	0	0	0	134	1500
4:35 PM	3	34	0	0	0	66	11	0	5	0	2	0	0	0	0	0	121	1518
4:40 PM	1	25	0	0	0	78	12	0	6	0	1	0	0	0	0	0	123	1514
4:45 PM	0	30	0	0	0	70	13	0	8	0	0	0	0	0	0	0	121	1493
4:50 PM	1	28	0	0	0	64	11	0	8	0	1	0	0	0	0	0	113	1481
4:55 PM	2	36	0	0	0	63	8	0	4	0	3	0	0	0	0	0	116	1463
5:00 PM	1	21	0	0	0	77	13	0	5	0	3	0	0	0	0	0	120	1455
5:05 PM	1	42	0	0	0	67	17	0	4	0	4	0	0	0	0	0	135	1484
5:10 PM	0	20	0	0	0	76	12	0	8	0	2	0	0	0	0	0	118	1477
5:15 PM	3	26	0	0	0	68	10	0	9	0	0	0	0	0	0	0	116	1456
5:20 PM	4	22	0	0	0	65	19	0	18	0	1	0	0	0	0	0	129	1457
5:25 PM	2	37	0	0	0	77	17	0	9	0	1	0	0	0	0	0	143	1489
5:30 PM	3	36	0	0	0	68	24	0	9	0	2	0	0	0	0	0	142	1497
5:35 PM	1	34	0	0	0	59	23	0	19	0	1	0	0	0	0	0	137	1513
5:40 PM	2	26	0	0	0	68	15	0	14	0	1	0	0	0	0	0	126	1516
5:45 PM	3	23	0	0	0	73	18	0	18	0	2	0	0	0	0	0	137	1532
5:50 PM	2	39	0	0	0	62	18	0	23	0	3	0	0	0	0	0	147	1566
5:55 PM	3	32	0	0	0	60	16	0	26	0	2	0	0	0	0	0	139	1589
6:00 PM	1	32	0	0	0	77	19	0	9	0	2	0	0	0	0	0	140	1609
6:05 PM	1	30	0	0	0	71	20	0	11	0	4	0	0	0	0	0	137	1611
6:10 PM	0	25	0	0	0	48	9	0	5	0	0	0	0	0	0	0	87	1580
6:15 PM	0	28	0	0	0	45	11	0	8	0	1	0	0	0	0	0	93	1557
6:20 PM	4	23	0	0	0	51	9	0	2	0	0	0	0	0	0	0	89	1517
6:25 PM	5	37	0	0	0	67	8	0	5	0	1	0	0	0	0	0	123	1497
6:30 PM	3	32	0	0	0	48	6	0	8	0	0	0	0	0	0	0	97	1452
6:35 PM	1	18	0	0	0	37	10	0	20	0	4	0	0	0	0	0	90	1405
6:40 PM	0	24	0	0	0	44	12	0	8	0	3	0	0	0	0	0	91	1370
6:45 PM	1	21	0	0	0	52	12	0	15	0	2	0	0	0	0	0	103	1336
6:50 PM	1	29	0	0	0	27	13	0	7	0	1	0	0	0	0	0	78	1267
6:55 PM	0	8	0	0	0	38	6	0	2	0	0	0	0	0	0	0	54	1182
7:00 PM	3	26	0	0	0	47	12	0	2	0	1	0	0	0	0	0	91	1133
7:05 PM	2	15	0	0	0	36	11	0	6	0	0	0	0	0	0	0	70	1066
7:10 PM	2	10	0	0	0	46	10	0	7	0	0	0	0	0	0	0	75	1054
7:15 PM	0	10	0	0	0	21	6	0	5	0	0	0	0	0	0	0	42	1003
7:20 PM	3	12	0	0	0	34	8	0	3	0	1	0	0	0	0	0	61	975
7:25 PM	2	14	0	0	0	28	7	0	8	0	3	0	0	0	0	0	62	914
7:30 PM	2	9	0	0	0	30	14	0	27	0	5	0	0	0	0	0	87	904
7:35 PM	1	15	0	0	0	39	7	0	25	0	2	0	0	0	0	0	89	903
7:40 PM	1	16	0	0	0	26	9	1	15	0	1	0	0	0	0	0	69	881
7:45 PM	1	7	0	0	0	17	3	0	7	0	0	0	0	0	0	0	35	813
7:50 PM	0	14	0	0	0	27	3	0	9	0	1	0	0	0	0	0	54	789
7:55 PM	1	8	0	0	0	25	1	0	6	0	0	0	0	0	0	0	41	776
8:00 PM	1	14	0	0	0	31	4	0	5	0	1	0	0	0	0	0	56	741
8:05 PM	1	11	0	0	0	28	6	0	8	0	0	0	0	0	0	0	54	725
8:10 PM	1	11	0	0	0	17	3	0	7	0	1	0	0	0	0	0	40	690
8:15 PM	0	11	0	0	0	30	5	0	8	0	0	0	0	0	0	0	54	702
8:20 PM	0	10	0	0	0	23	1	0	5	0	1	0	0	0	0	0	40	681
8:25 PM	1	8	0	0	0	19	3	0	5	0	1	0	0	0	0	0	37	656
8:30 PM	1	8	0	0	0	18	2	0	9	0	2	0	0	0	0	0	40	609
8:35 PM	1	9	0	0	0	26	2	0	7	0	1	0	0	0	0	0	46	566
8:40 PM	1	12	0	0	0	19	3	0	8	0	1	0	0	0	0	0	44	541
8:45 PM	3	8	0	0	0	16	5	1	5	0	0	0	0	0	0	0	38	544
8:50 PM	2	9	0	0	0	9	0	0	2	0	2	0	0	0	0	0	24	514
8:55 PM	3	5	0	0	0	17	4	0	6	0	0	0	0	0	0	0	35	508

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	268	744	0	0	0	328	308	0	348	0	60	0	0	0	0	0	2056
Heavy Trucks	0	8	0		0	28	4		4	0	4		0	0	0		48
Buses																	
Pedestrians		0				4				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/1/2020 5:27 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

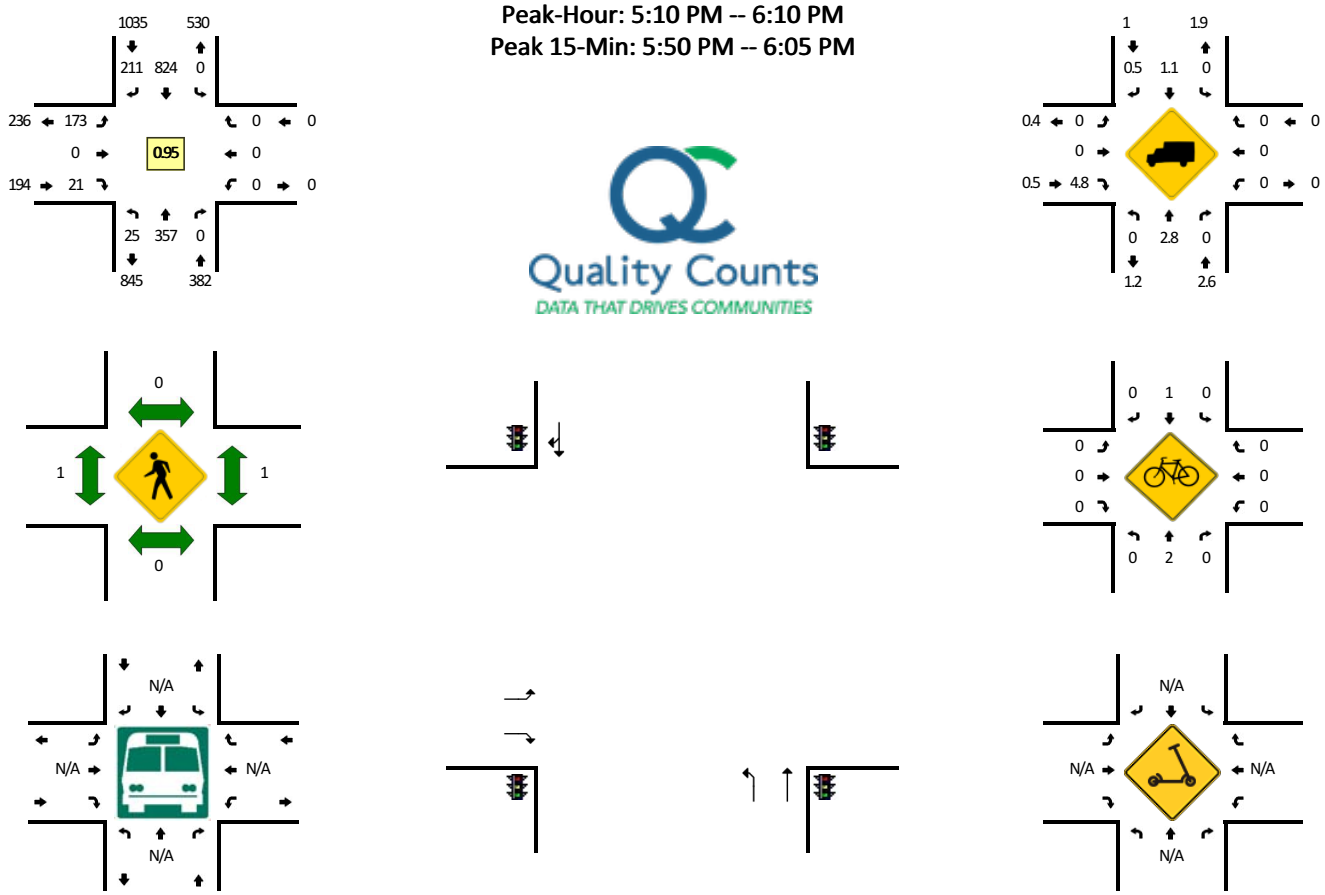
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Beavercreek Rd -- Meyers Rd
CITY/STATE: Oregon City, OR

QC JOB #: 13715403
DATE: Tue, Feb 23 2016

Peak-Hour: 5:10 PM -- 6:10 PM
Peak 15-Min: 5:50 PM -- 6:05 PM



5-Min Count Period Beginning At	S Beavercreek Rd (Northbound)				S Beavercreek Rd (Southbound)				Meyers Rd (Eastbound)				Meyers Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	15	0	0	0	2	0	0	1	0	0	0	0	0	0	0	18	
5:05 AM	1	18	0	0	0	2	0	0	3	0	0	0	0	0	0	0	24	
5:10 AM	0	21	0	0	0	2	0	0	0	0	0	0	0	0	0	0	23	
5:15 AM	0	27	0	0	0	5	1	0	0	0	0	0	0	0	0	0	33	
5:20 AM	0	27	0	0	0	1	0	0	3	0	2	0	0	0	0	0	33	
5:25 AM	0	29	0	0	0	5	1	0	1	0	0	0	0	0	0	0	36	
5:30 AM	0	33	0	0	0	0	1	0	2	0	0	0	0	0	0	0	36	
5:35 AM	0	27	0	0	0	0	1	0	3	0	1	0	0	0	0	0	32	
5:40 AM	1	33	0	0	0	0	0	0	2	0	0	0	0	0	0	0	36	
5:45 AM	0	40	0	0	0	4	1	0	0	0	0	0	0	0	0	0	45	
5:50 AM	2	41	0	0	0	4	1	1	0	0	0	0	0	0	0	0	49	
5:55 AM	0	35	0	0	0	6	1	0	4	0	0	0	0	0	0	0	46	411
6:00 AM	0	45	0	0	0	3	2	0	5	0	0	0	0	0	0	0	55	448
6:05 AM	3	51	0	0	0	2	0	0	1	0	0	0	0	0	0	0	57	481
6:10 AM	2	48	0	0	0	2	1	0	7	0	0	0	0	0	0	0	60	518
6:15 AM	1	52	0	0	0	1	1	0	5	0	3	0	0	0	0	0	63	548
6:20 AM	0	51	0	0	0	13	5	0	7	0	2	0	0	0	0	0	78	593
6:25 AM	0	62	0	0	0	5	2	0	20	0	0	0	0	0	0	0	89	646
6:30 AM	3	52	0	0	0	4	4	0	11	0	0	0	0	0	0	0	74	684
6:35 AM	5	64	0	0	0	6	2	0	8	0	1	0	0	0	0	0	86	738
6:40 AM	2	64	0	0	0	4	2	0	11	0	0	0	0	0	0	0	83	785
6:45 AM	4	64	0	0	0	9	7	0	12	0	1	0	0	0	0	0	97	837
6:50 AM	3	51	0	0	0	10	3	0	9	0	3	0	0	0	0	0	79	867
6:55 AM	4	58	0	0	0	9	10	0	12	0	2	0	0	0	0	0	95	916
7:00 AM	9	46	0	0	0	7	4	0	13	0	1	0	0	0	0	0	80	941
7:05 AM	6	65	0	0	0	15	2	0	21	0	5	0	0	0	0	0	114	998
7:10 AM	9	52	0	0	0	16	8	0	22	0	2	0	0	0	0	0	109	1047
7:15 AM	9	44	0	0	0	16	12	0	24	0	1	0	0	0	0	0	106	1090
7:20 AM	12	61	0	0	0	17	21	0	29	0	2	0	0	0	0	0	142	1154
7:25 AM	30	51	0	0	0	22	30	0	18	0	7	0	0	0	0	0	158	1223
7:30 AM	19	66	0	0	0	26	28	0	33	0	5	0	0	0	0	0	177	1326
7:35 AM	18	69	0	0	0	34	19	0	36	0	3	0	0	0	0	0	179	1419
7:40 AM	5	52	0	0	0	18	10	0	27	0	3	0	0	0	0	0	115	1451
7:45 AM	1	71	0	0	0	24	2	0	15	0	3	0	0	0	0	0	116	1470
7:50 AM	1	57	0	0	0	18	3	0	11	0	0	0	0	0	0	0	90	1481
7:55 AM	2	55	0	0	0	15	3	0	4	0	1	0	0	0	0	0	80	1466
8:00 AM	3	53	0	0	0	16	3	0	9	0	1	0	0	0	0	0	85	1471
8:05 AM	3	63	0	0	0	13	5	0	7	0	0	0	0	0	0	0	91	1448
8:10 AM	4	51	0	0	0	9	2	0	8	0	0	0	0	0	0	0	74	1413

5-Min Count Period Beginning At	S Beavercreek Rd (Northbound)				S Beavercreek Rd (Southbound)				Meyers Rd (Eastbound)				Meyers Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:15 AM	0	50	0	0	0	13	3	0	8	0	0	0	0	0	0	0	74	1381
8:20 AM	1	61	0	0	0	18	2	0	2	0	0	0	0	0	0	0	84	1323
8:25 AM	1	43	0	0	0	13	2	0	7	0	1	0	0	0	0	0	67	1232
8:30 AM	0	45	0	0	0	14	3	0	2	0	0	0	0	0	0	0	64	1119
8:35 AM	2	44	0	0	0	14	2	0	4	0	0	0	0	0	0	0	66	1006
8:40 AM	1	38	0	0	0	28	5	0	6	0	2	0	0	0	0	0	80	971
8:45 AM	1	58	0	0	0	18	3	0	8	0	0	0	0	0	0	0	88	943
8:50 AM	0	29	0	0	0	24	4	0	8	0	0	0	0	0	0	0	65	918
8:55 AM	1	33	0	0	0	17	6	0	8	0	0	0	0	0	0	0	65	903
9:00 AM	0	29	0	0	0	15	4	0	6	0	0	0	0	0	0	0	54	872
9:05 AM	0	37	0	0	0	20	4	0	9	0	0	0	0	0	0	0	70	851
9:10 AM	0	24	0	0	0	17	0	0	7	0	0	0	0	0	0	0	48	825
9:15 AM	0	29	0	0	0	19	5	0	0	0	0	0	0	0	0	0	53	804
9:20 AM	1	55	0	0	0	16	2	0	5	0	1	0	0	0	0	0	80	800
9:25 AM	0	28	0	0	0	20	1	0	4	0	0	0	0	0	0	0	53	786
9:30 AM	1	41	0	0	0	15	3	0	4	0	1	0	0	0	0	0	65	787
9:35 AM	0	41	0	0	0	14	3	0	5	0	0	0	0	0	0	0	63	784
9:40 AM	0	37	0	0	0	16	0	0	2	0	0	0	0	0	0	0	55	759
9:45 AM	0	44	0	0	0	24	3	0	7	0	0	0	0	0	0	0	78	749
9:50 AM	0	30	0	0	0	13	3	0	4	0	0	0	0	0	0	0	50	734
9:55 AM	0	29	0	0	0	16	1	0	4	0	0	0	0	0	0	0	50	719
10:00 AM	1	20	0	0	0	17	8	0	3	0	0	0	0	0	0	0	49	714
10:05 AM	1	34	0	0	0	21	3	0	5	0	0	0	0	0	0	0	64	708
10:10 AM	1	22	0	0	0	13	7	0	5	0	0	0	0	0	0	0	48	708
10:15 AM	0	28	0	0	0	23	4	0	9	0	2	0	0	0	0	0	66	721
10:20 AM	0	37	0	0	0	15	6	0	41	0	6	0	0	0	0	0	105	746
10:25 AM	1	36	0	0	0	22	1	0	10	0	1	0	0	0	0	0	71	764
10:30 AM	0	32	0	0	0	25	5	0	5	0	1	0	0	0	0	0	68	767
10:35 AM	1	43	0	0	0	22	5	0	4	0	0	0	0	0	0	0	75	779
10:40 AM	0	22	0	0	0	27	6	0	7	0	0	0	0	0	0	0	62	786
10:45 AM	1	25	0	0	0	26	8	0	7	0	0	0	0	0	0	0	67	775
10:50 AM	1	30	0	0	0	33	6	0	7	0	0	0	0	0	0	0	77	802
10:55 AM	0	18	0	0	0	20	1	0	8	0	1	0	0	0	0	0	48	800
11:00 AM	0	37	0	0	0	23	4	0	11	0	0	0	0	0	0	0	75	826
11:05 AM	0	31	0	0	0	20	2	0	5	0	0	0	0	0	0	0	58	820
11:10 AM	0	29	0	0	0	17	2	0	5	0	0	0	0	0	0	0	53	825
11:15 AM	1	28	0	0	0	27	2	0	2	0	0	0	0	0	0	0	60	819
11:20 AM	0	30	0	0	0	29	2	0	5	0	0	0	0	0	0	0	66	780
11:25 AM	0	32	0	0	0	27	1	0	6	0	0	0	0	0	0	0	66	775
11:30 AM	0	32	0	0	0	11	1	0	6	0	1	0	0	0	0	0	51	758
11:35 AM	0	34	0	0	0	24	2	0	19	0	1	0	0	0	0	0	80	763
11:40 AM	3	32	0	0	0	26	3	0	26	0	1	0	0	0	0	0	91	792
11:45 AM	0	20	0	0	0	30	2	0	7	0	1	0	0	0	0	0	60	785
11:50 AM	0	34	0	0	0	34	3	0	4	0	1	0	0	0	0	0	76	784
11:55 AM	0	27	0	0	0	25	8	0	3	0	0	0	0	0	0	0	63	799
12:00 PM	5	19	0	0	0	39	8	0	2	0	3	0	0	0	0	0	76	800
12:05 PM	2	34	0	0	0	24	11	0	7	0	0	0	0	0	0	0	78	820
12:10 PM	1	21	0	0	0	29	9	0	6	0	1	0	0	0	0	0	67	834
12:15 PM	1	33	0	0	0	29	4	0	10	0	0	0	0	0	0	0	77	851
12:20 PM	0	28	0	0	0	32	2	0	8	0	0	0	0	0	0	0	70	855
12:25 PM	0	30	0	0	0	30	0	0	6	0	0	0	0	0	0	0	66	855
12:30 PM	0	27	0	0	0	32	2	0	4	0	1	0	0	0	0	0	66	870
12:35 PM	0	35	0	0	0	23	1	0	5	0	0	0	0	0	0	0	64	854
12:40 PM	1	20	0	0	0	36	2	0	5	0	0	0	0	0	0	0	64	827
12:45 PM	0	41	0	0	0	35	7	0	3	0	2	0	0	0	0	0	88	855
12:50 PM	0	38	0	0	0	24	7	0	6	0	1	0	0	0	0	0	76	855
12:55 PM	0	23	0	0	0	22	1	0	6	0	0	0	0	0	0	0	52	844
1:00 PM	0	26	0	0	0	29	2	0	2	0	2	0	0	0	0	0	61	829
1:05 PM	0	34	0	0	0	31	2	0	3	0	0	0	0	0	0	0	70	821
1:10 PM	1	33	0	0	0	35	0	0	5	0	0	0	0	0	0	0	74	828
1:15 PM	1	26	0	0	0	33	5	0	1	0	0	0	0	0	0	0	66	817
1:20 PM	0	29	0	0	0	26	2	0	3	0	2	0	0	0	0	0	62	809
1:25 PM	1	31	0	0	0	22	2	0	4	0	1	0	0	0	0	0	61	804
1:30 PM	2	34	0	0	0	25	2	0	9	0	1	0	0	0	0	0	73	811
1:35 PM	0	25	0	0	0	30	2	0	12	0	3	0	0	0	0	0	72	819
1:40 PM	1	38	0	0	0	47	2	0	12	0	0	0	0	0	0	0	100	855
1:45 PM	0	32	0	0	0	24	2	0	5	0	3	0	0	0	0	0	66	833
1:50 PM	0	23	0	0	0	36	4	0	4	0	0	0	0	0	0	0	67	824
1:55 PM	0	26	0	0	0	40	5	1	7	0	1	0	0	0	0	0	80	852
2:00 PM	0	29	0	0	0	30	3	0	1	0	1	0	0	0	0	0	64	855
2:05 PM	0	22	0	0	0	40	1	0	7	0	0	0	0	0	0	0	70	855
2:10 PM	0	29	0	0	0	33	5	0	1	0	0	0	0	0	0	0	68	849
2:15 PM	1	30	0	0	0	34	1	0	3	0	0	0	0	0	0	0	69	852
2:20 PM	1	16	0	0	0	47	6	0	6	0	0	0	0	0	0	0	76	866
2:25 PM	0	26	0	0	0	40	5	0	8	0	0	0	0	0	0	0	79	884
2:30 PM	4	37	0	0	0	23	6	0	7	0	0	0	0	0	0	0	77	888
2:35 PM	2	25	0	0	0	42	5	0	8	0	0	0	0	0	0	0	82	898
2:40 PM	1	25	0	0	0	44	10	0	6	0	3	0	0	0	0	0	89	887
2:45 PM	4	38	0	0	0	47	19	0	14	0	3	0	0	0	0	0	125	946
2:50 PM	3	31	0	0	0	57	12	0	17	0	5	0	0	0	0	0	125	1004
2:55 PM	3	26	0	0	0	54	10	0	50	0	8	0	0	0	0	0	151	1075
3:00 PM	3	38	0	0	0	48	7	0	59	0	5	0	0	0	0	0	160	1171
3:05 PM	0	24	0	0	0	42	12	0	53	0	7	0	0	0	0	0	138	1239
3:10 PM	1	34	0	0	0	55	14	0	34	0	2	0	0	0	0	0	140	1311
3:15 PM	0	28	0	0	0	53	8	0	17	0	2	0	0	0	0	0	108	1350
3:20 PM	0	36	0	0	0	39	8	0	20	0	2	0	0	0	0	0	105	1379
3:25 PM	0	28	0	0	0	37	9	0	16	0	3	0	0	0	0	0	93	1393
3:30 PM	3	28	0	0	0	59	7	0	10	0	3	0	0	0	0	0	110	1426

5-Min Count Period Beginning At	S Beavercreek Rd (Northbound)				S Beavercreek Rd (Southbound)				Meyers Rd (Eastbound)				Meyers Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:35 PM	1	28	0	0	0	60	8	0	4	0	2	0	0	0	0	0	103	1447
3:40 PM	2	37	0	0	0	51	7	0	28	0	2	0	0	0	0	0	127	1485
3:45 PM	2	52	0	0	0	59	14	0	12	0	3	0	0	0	0	0	142	1502
3:50 PM	4	24	0	0	0	65	11	0	18	0	3	0	0	0	0	0	125	1502
3:55 PM	1	31	0	0	0	71	15	0	13	0	3	0	0	0	0	0	134	1485
4:00 PM	2	39	0	0	0	64	9	0	11	0	3	0	0	0	0	0	128	1453
4:05 PM	1	25	0	0	0	49	11	0	17	0	3	0	0	0	0	0	106	1421
4:10 PM	4	30	0	0	0	70	14	0	7	0	0	0	0	0	0	0	125	1406
4:15 PM	5	32	0	0	0	74	15	0	7	0	4	0	0	0	0	0	137	1435
4:20 PM	2	32	0	0	0	65	14	0	13	0	2	0	0	0	0	0	128	1458
4:25 PM	1	24	0	0	0	66	11	0	7	0	2	0	0	0	0	0	111	1476
4:30 PM	0	36	0	0	0	80	13	0	5	0	0	0	0	0	0	0	134	1500
4:35 PM	3	34	0	0	0	66	11	0	5	0	2	0	0	0	0	0	121	1518
4:40 PM	1	25	0	0	0	78	12	0	6	0	1	0	0	0	0	0	123	1514
4:45 PM	0	30	0	0	0	70	13	0	8	0	0	0	0	0	0	0	121	1493
4:50 PM	1	28	0	0	0	64	11	0	8	0	1	0	0	0	0	0	113	1481
4:55 PM	2	36	0	0	0	63	8	0	4	0	3	0	0	0	0	0	116	1463
5:00 PM	1	21	0	0	0	77	13	0	5	0	3	0	0	0	0	0	120	1455
5:05 PM	1	42	0	0	0	67	17	0	4	0	4	0	0	0	0	0	135	1484
5:10 PM	0	20	0	0	0	76	12	0	8	0	2	0	0	0	0	0	118	1477
5:15 PM	3	26	0	0	0	68	10	0	9	0	0	0	0	0	0	0	116	1456
5:20 PM	4	22	0	0	0	65	19	0	18	0	1	0	0	0	0	0	129	1457
5:25 PM	2	37	0	0	0	77	17	0	9	0	1	0	0	0	0	0	143	1489
5:30 PM	3	36	0	0	0	68	24	0	9	0	2	0	0	0	0	0	142	1497
5:35 PM	1	34	0	0	0	59	23	0	19	0	1	0	0	0	0	0	137	1513
5:40 PM	2	26	0	0	0	68	15	0	14	0	1	0	0	0	0	0	126	1516
5:45 PM	3	23	0	0	0	73	18	0	18	0	2	0	0	0	0	0	137	1532
5:50 PM	2	39	0	0	0	62	18	0	23	0	3	0	0	0	0	0	147	1566
5:55 PM	3	32	0	0	0	60	16	0	26	0	2	0	0	0	0	0	139	1589
6:00 PM	1	32	0	0	0	77	19	0	9	0	2	0	0	0	0	0	140	1609
6:05 PM	1	30	0	0	0	71	20	0	11	0	4	0	0	0	0	0	137	1611
6:10 PM	0	25	0	0	0	48	9	0	5	0	0	0	0	0	0	0	87	1580
6:15 PM	0	28	0	0	0	45	11	0	8	0	1	0	0	0	0	0	93	1557
6:20 PM	4	23	0	0	0	51	9	0	2	0	0	0	0	0	0	0	89	1517
6:25 PM	5	37	0	0	0	67	8	0	5	0	1	0	0	0	0	0	123	1497
6:30 PM	3	32	0	0	0	48	6	0	8	0	0	0	0	0	0	0	97	1452
6:35 PM	1	18	0	0	0	37	10	0	20	0	4	0	0	0	0	0	90	1405
6:40 PM	0	24	0	0	0	44	12	0	8	0	3	0	0	0	0	0	91	1370
6:45 PM	1	21	0	0	0	52	12	0	15	0	2	0	0	0	0	0	103	1336
6:50 PM	1	29	0	0	0	27	13	0	7	0	1	0	0	0	0	0	78	1267
6:55 PM	0	8	0	0	0	38	6	0	2	0	0	0	0	0	0	0	54	1182
7:00 PM	3	26	0	0	0	47	12	0	2	0	1	0	0	0	0	0	91	1133
7:05 PM	2	15	0	0	0	36	11	0	6	0	0	0	0	0	0	0	70	1066
7:10 PM	2	10	0	0	0	46	10	0	7	0	0	0	0	0	0	0	75	1054
7:15 PM	0	10	0	0	0	21	6	0	5	0	0	0	0	0	0	0	42	1003
7:20 PM	3	12	0	0	0	34	8	0	3	0	1	0	0	0	0	0	61	975
7:25 PM	2	14	0	0	0	28	7	0	8	0	3	0	0	0	0	0	62	914
7:30 PM	2	9	0	0	0	30	14	0	27	0	5	0	0	0	0	0	87	904
7:35 PM	1	15	0	0	0	39	7	0	25	0	2	0	0	0	0	0	89	903
7:40 PM	1	16	0	0	0	26	9	1	15	0	1	0	0	0	0	0	69	881
7:45 PM	1	7	0	0	0	17	3	0	7	0	0	0	0	0	0	0	35	813
7:50 PM	0	14	0	0	0	27	3	0	9	0	1	0	0	0	0	0	54	789
7:55 PM	1	8	0	0	0	25	1	0	6	0	0	0	0	0	0	0	41	776
8:00 PM	1	14	0	0	0	31	4	0	5	0	1	0	0	0	0	0	56	741
8:05 PM	1	11	0	0	0	28	6	0	8	0	0	0	0	0	0	0	54	725
8:10 PM	1	11	0	0	0	17	3	0	7	0	1	0	0	0	0	0	40	690
8:15 PM	0	11	0	0	0	30	5	0	8	0	0	0	0	0	0	0	54	702
8:20 PM	0	10	0	0	0	23	1	0	5	0	1	0	0	0	0	0	40	681
8:25 PM	1	8	0	0	0	19	3	0	5	0	1	0	0	0	0	0	37	656
8:30 PM	1	8	0	0	0	18	2	0	9	0	2	0	0	0	0	0	40	609
8:35 PM	1	9	0	0	0	26	2	0	7	0	1	0	0	0	0	0	46	566
8:40 PM	1	12	0	0	0	19	3	0	8	0	1	0	0	0	0	0	44	541
8:45 PM	3	8	0	0	0	16	5	1	5	0	0	0	0	0	0	0	38	544
8:50 PM	2	9	0	0	0	9	0	0	2	0	2	0	0	0	0	0	24	514
8:55 PM	3	5	0	0	0	17	4	0	6	0	0	0	0	0	0	0	35	508

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	412	0	0	0	796	212	0	232	0	28	0	0	0	0	0	1704
Heavy Trucks	0	20	0		0	12	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

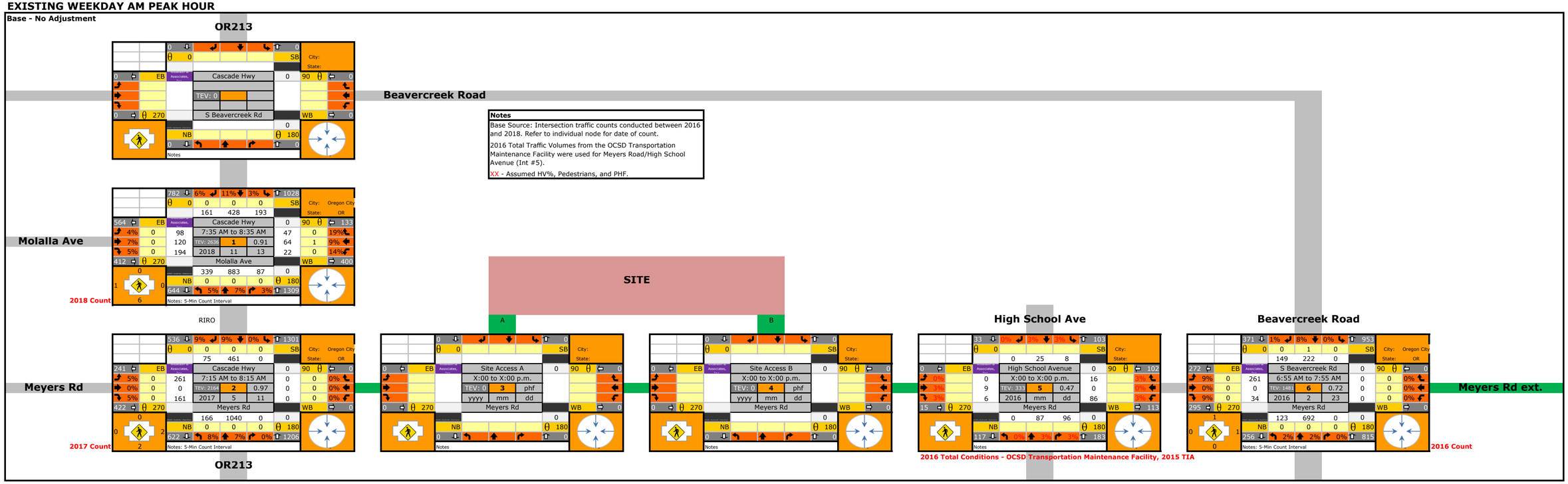
Comments:

Report generated on 4/22/2020 9:47 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

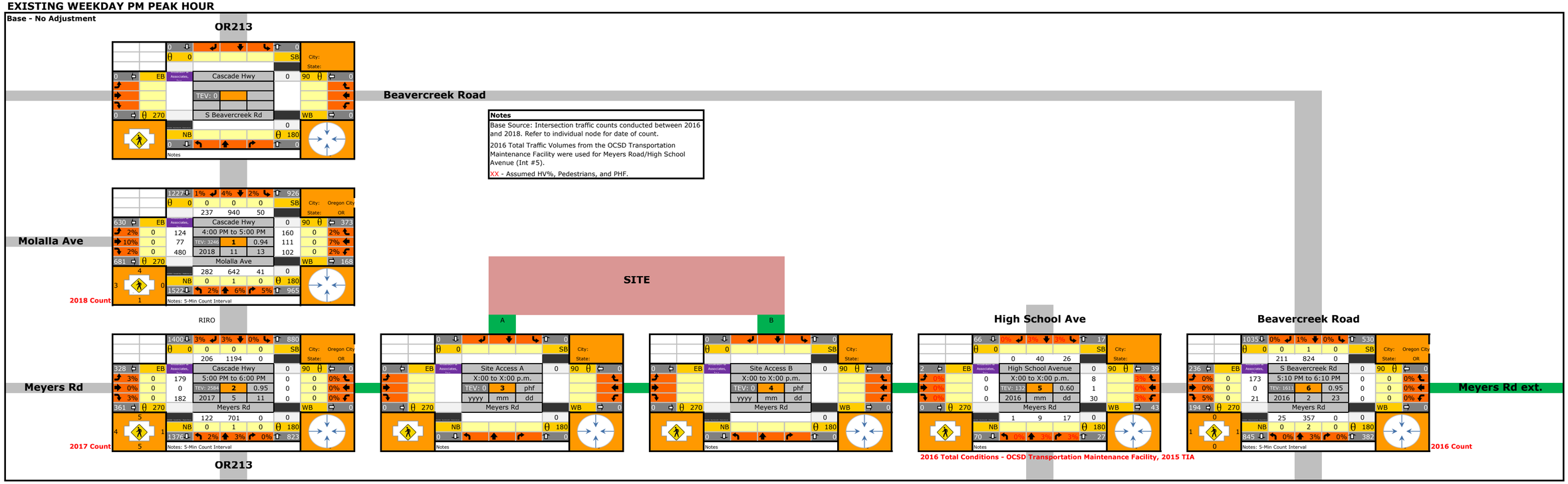
EXISTING WEEKDAY AM PEAK HOUR

Base - No Adjustment



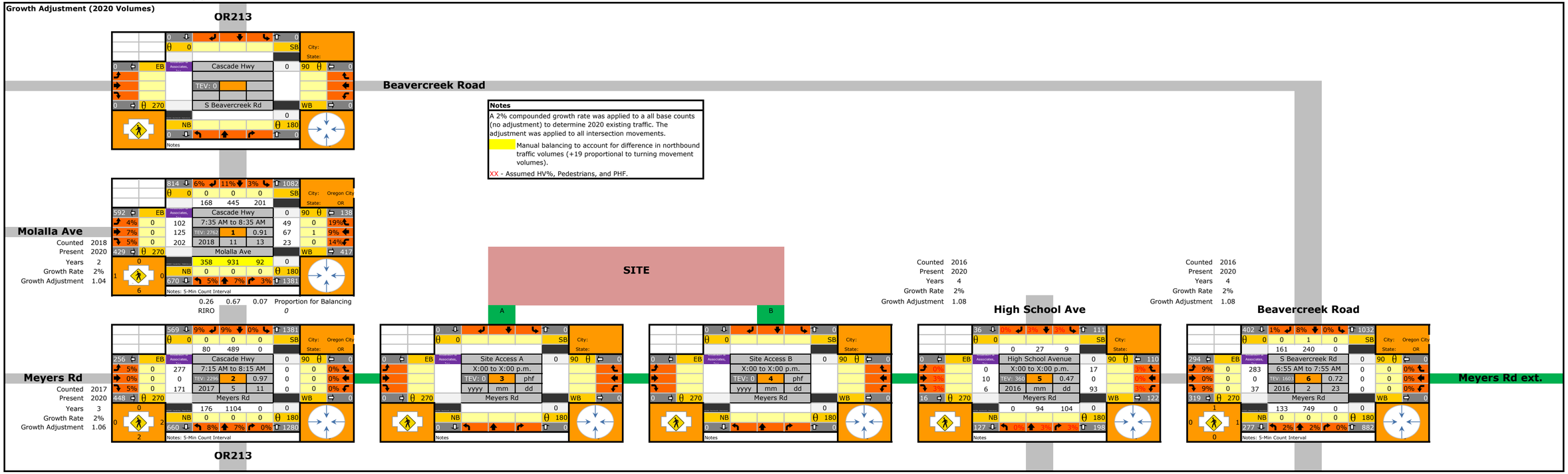
EXISTING WEEKDAY PM PEAK HOUR

Base - No Adjustment



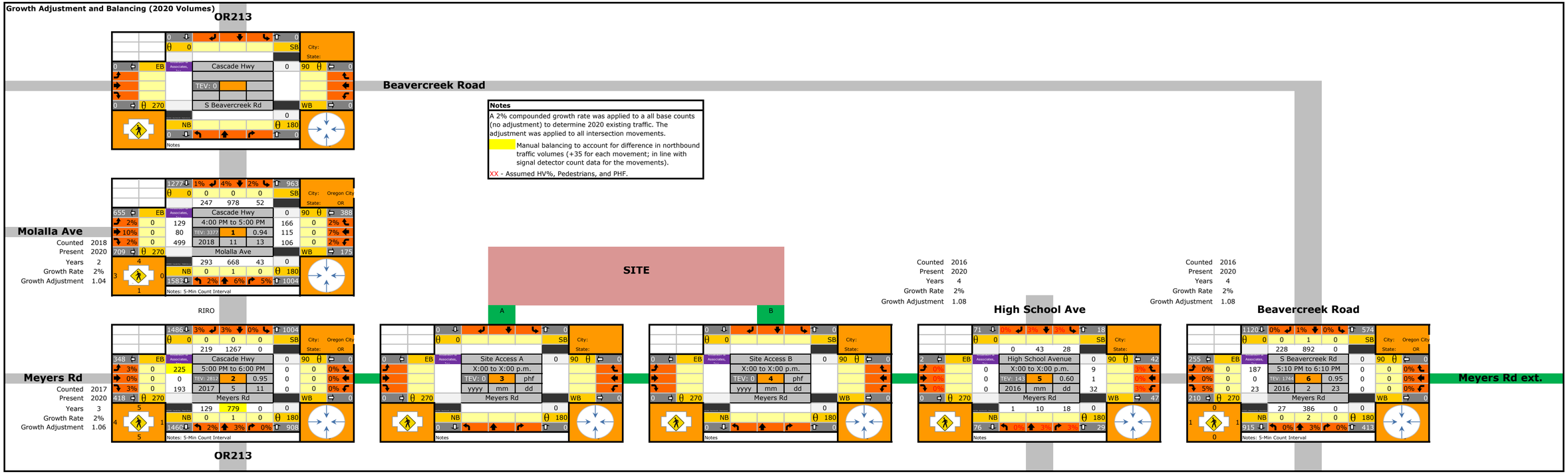
EXISTING WEEKDAY AM PEAK HOUR

Growth Adjustment (2020 Volumes)



EXISTING WEEKDAY PM PEAK HOUR

Growth Adjustment and Balancing (2020 Volumes)



Notes

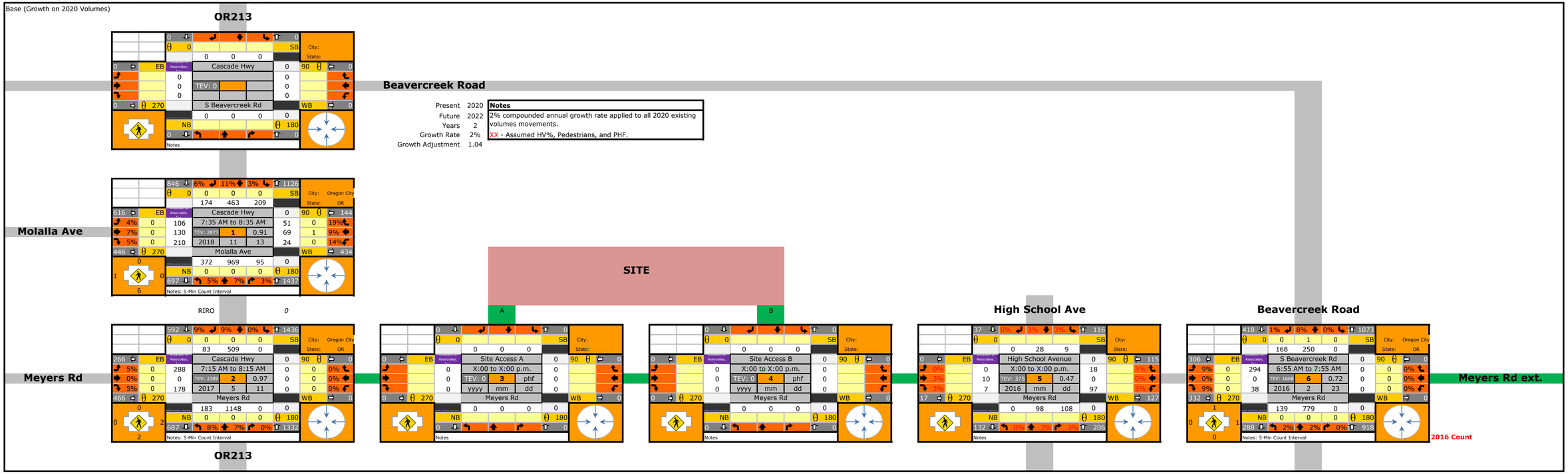
A 2% compounded growth rate was applied to a all base counts (no adjustment) to determine 2020 existing traffic. The adjustment was applied to all intersection movements.

Manual balancing to account for difference in northbound traffic volumes (+35 for each movement; in line with signal detector count data for the movements).

XX - Assumed HV%, Pedestrians, and PHF.

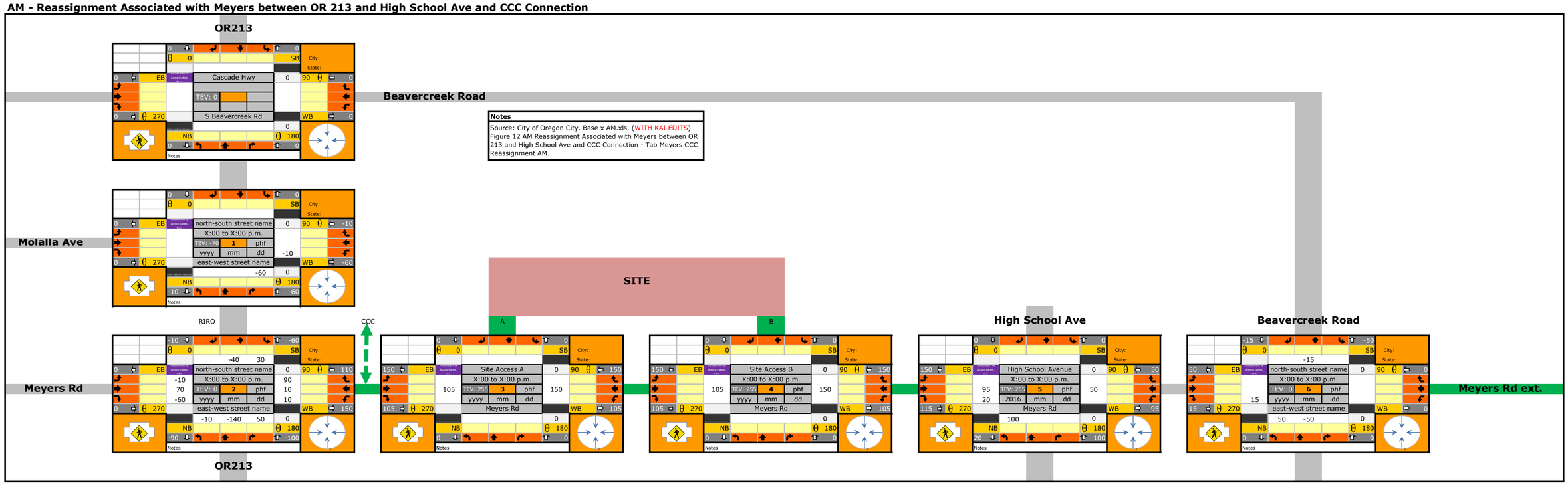
2022 BACKGROUND WEEKDAY AM PEAK HOUR

Base (Growth on 2020 Volumes)

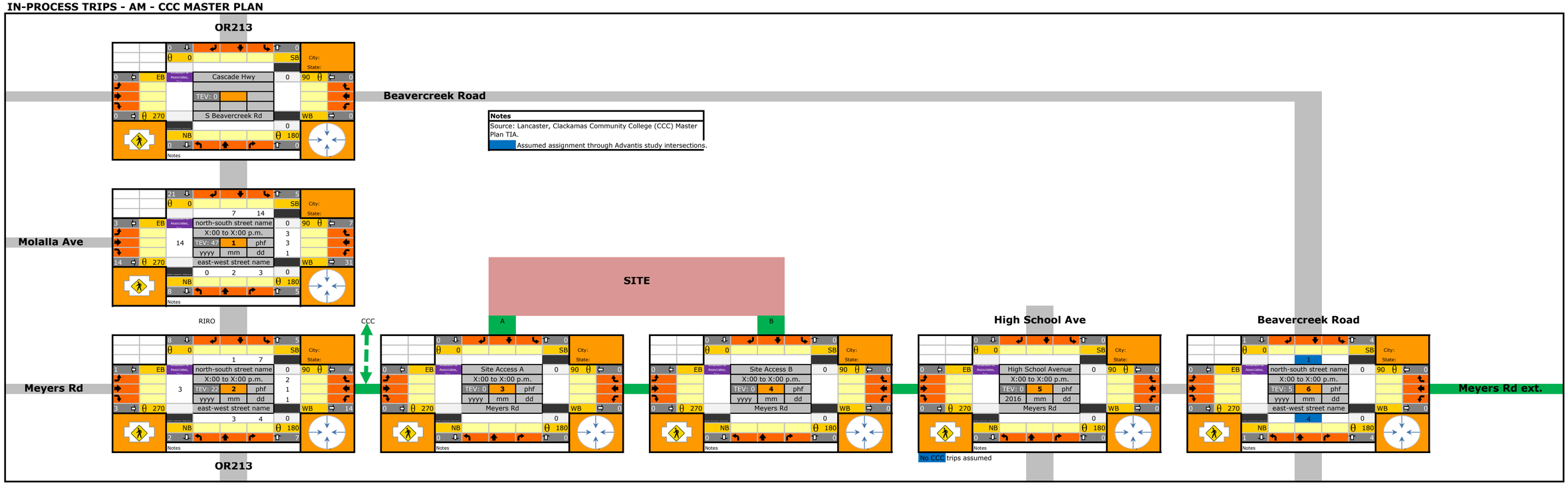


Present	2020	**Notes**
Future	2022	2% compounded annual growth rate applied to all 2020 existing volumes movements.
Years	2	
Growth Rate	2%	XX - Assumed HV%, Pedestrians, and PHF.
Growth Adjustment	1.04	

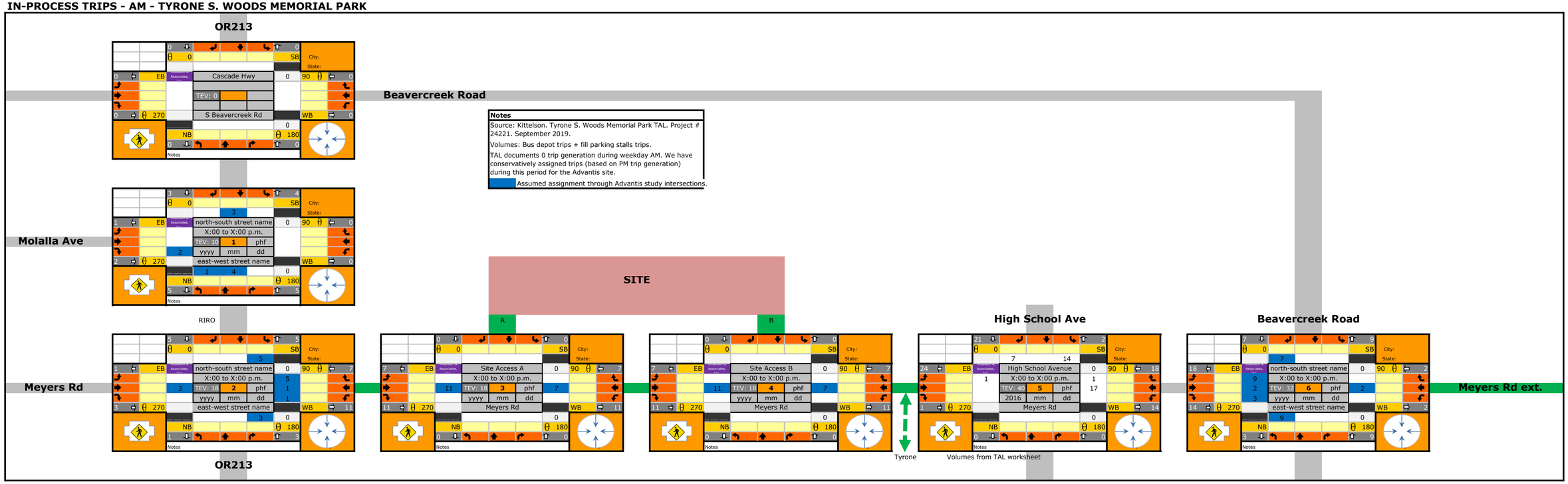
AM - Reassignment Associated with Meyers between OR 213 and High School Ave and CCC Connection



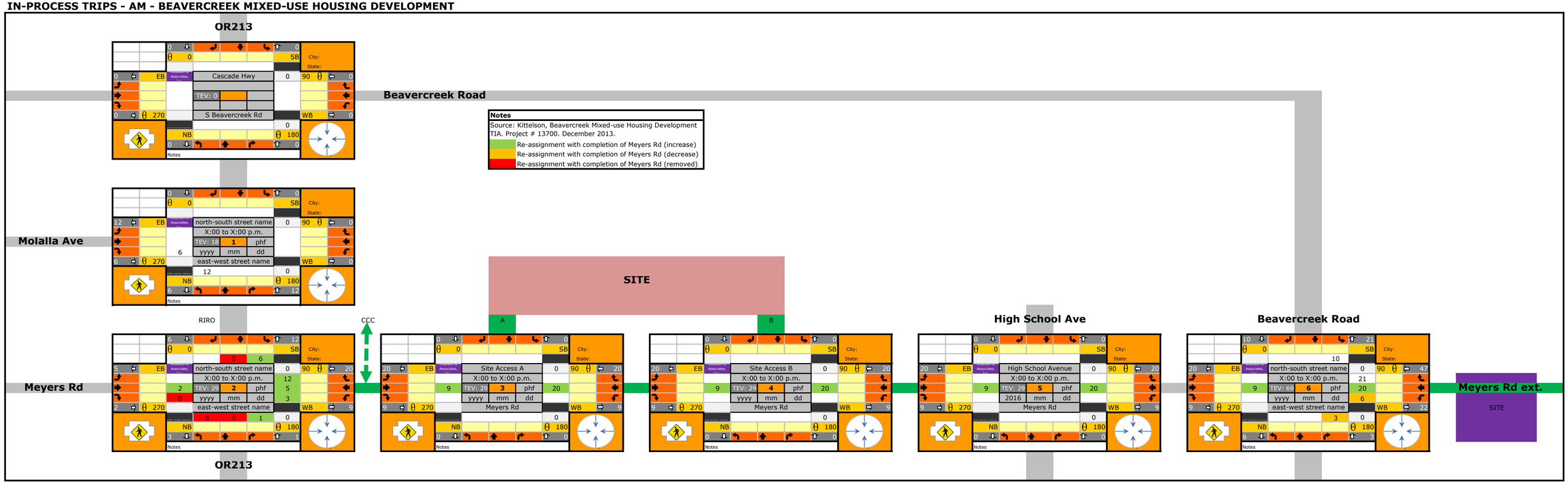
IN-PROCESS TRIPS - AM - CCC MASTER PLAN



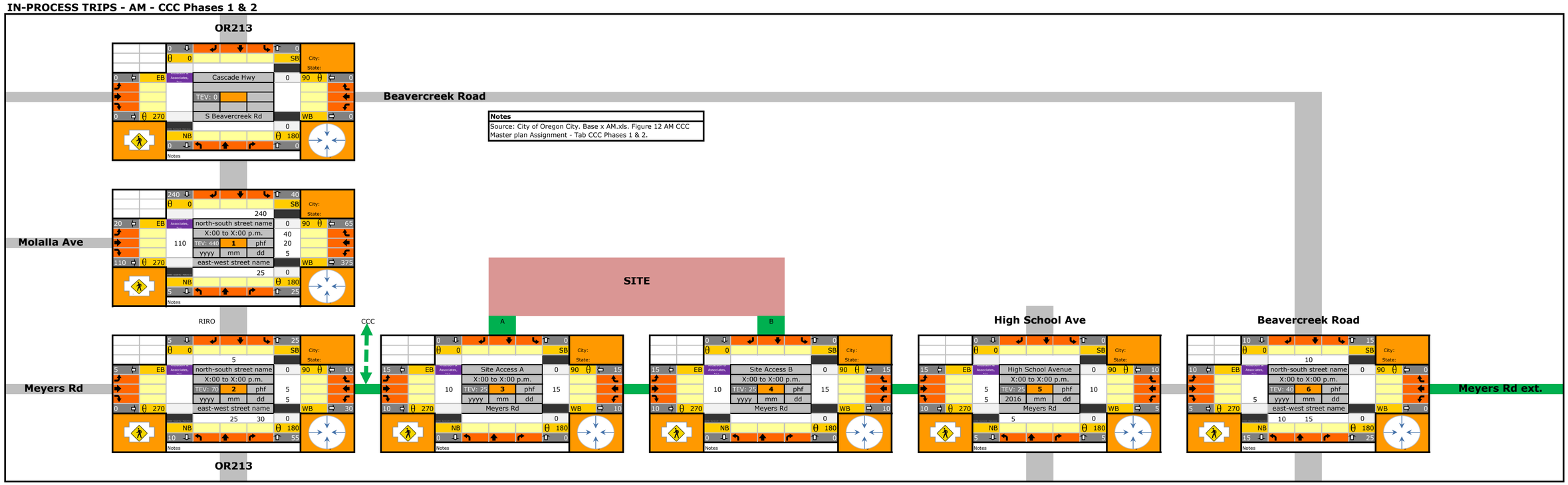
IN-PROCESS TRIPS - AM - TYRONE S. WOODS MEMORIAL PARK



IN-PROCESS TRIPS - AM - BEAVERCREEK MIXED-USE HOUSING DEVELOPMENT

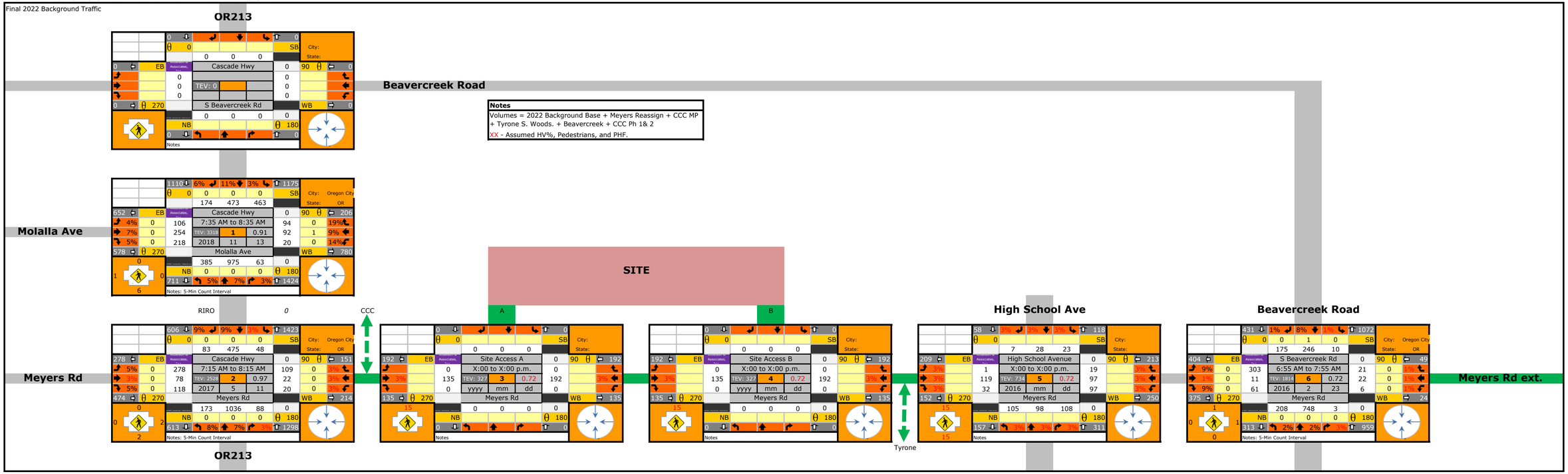


IN-PROCESS TRIPS - AM - CCC Phases 1 & 2



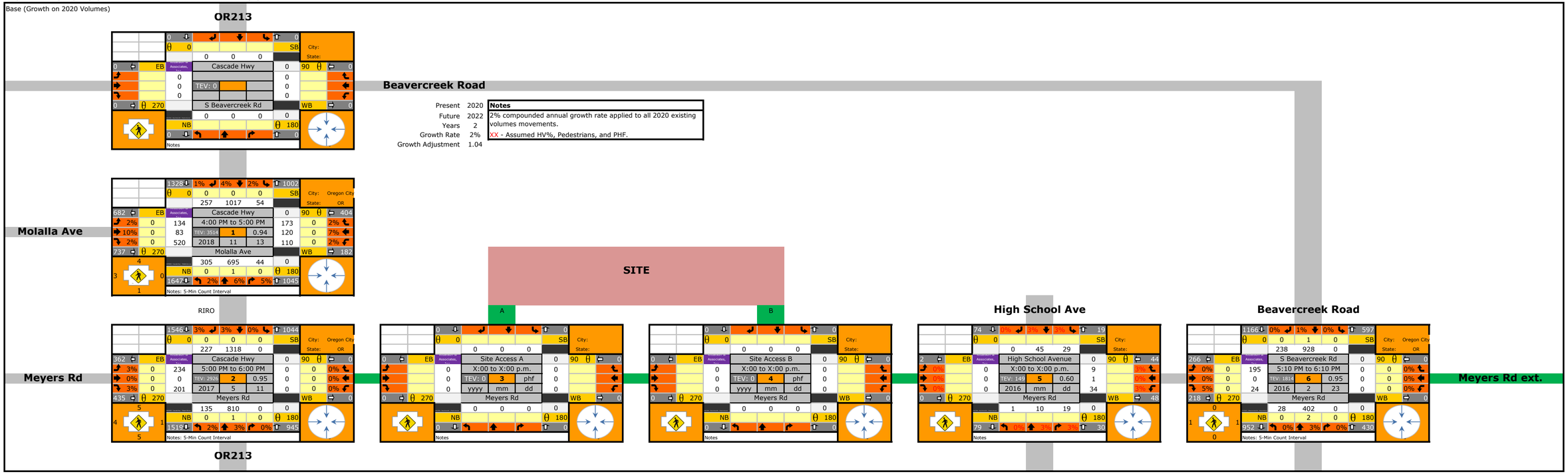
2022 BACKGROUND WEEKDAY AM PEAK HOUR

Final 2022 Background Traffic

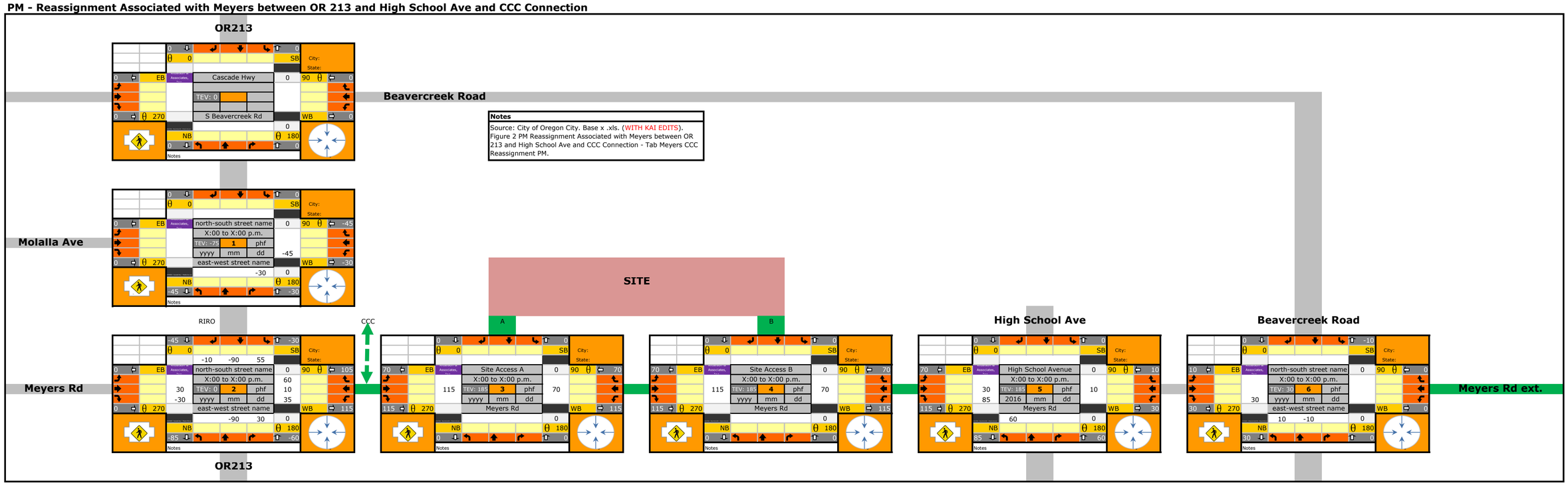


2022 BACKGROUND WEEKDAY PM PEAK HOUR

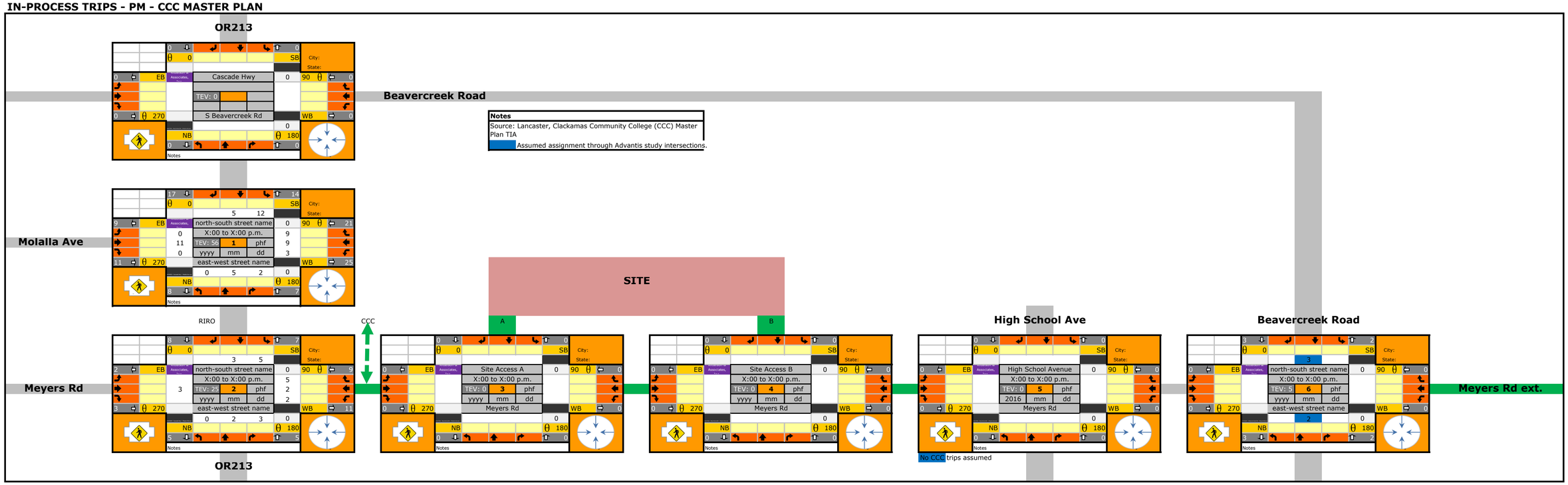
Base (Growth on 2020 Volumes)



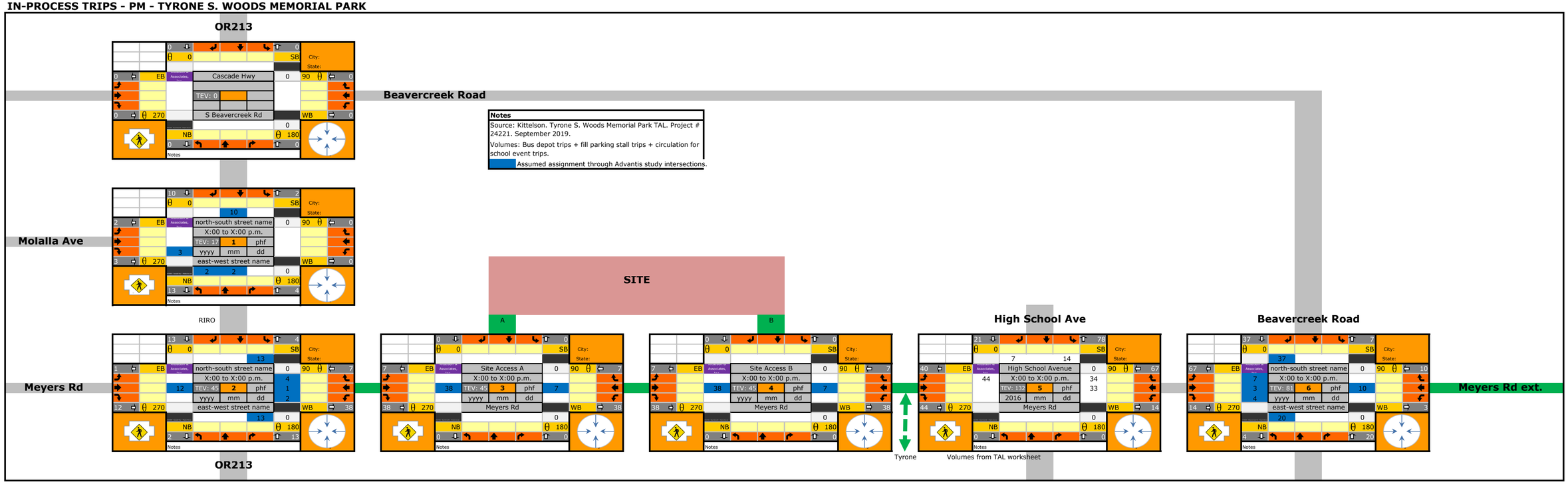
PM - Reassignment Associated with Meyers between OR 213 and High School Ave and CCC Connection



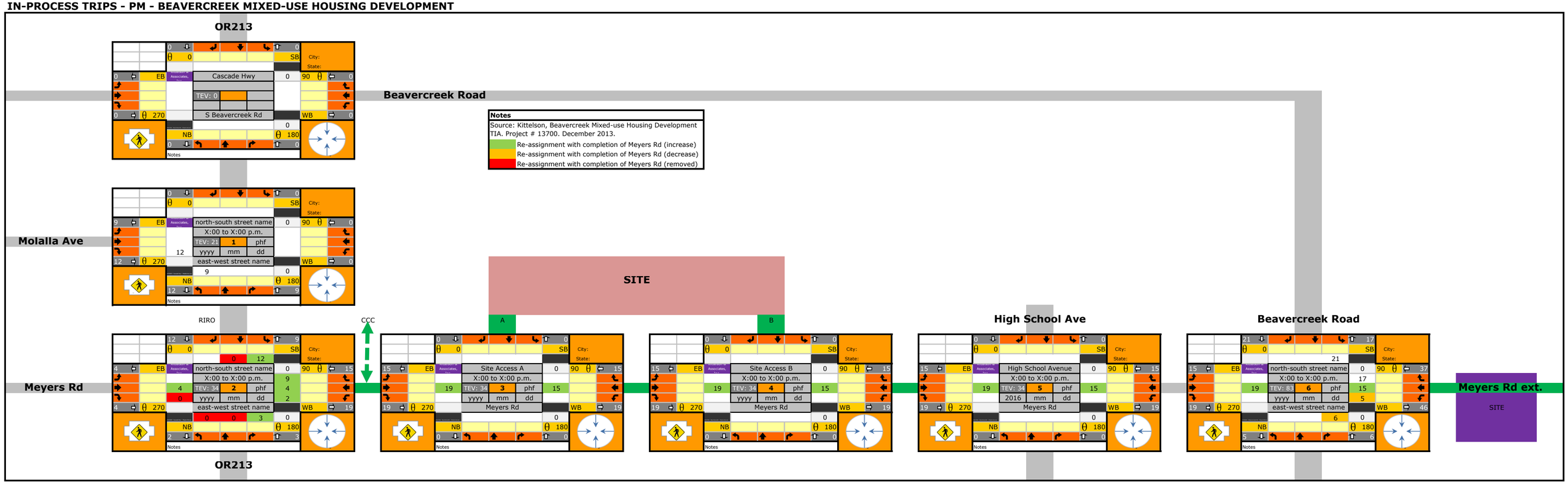
IN-PROCESS TRIPS - PM - CCC MASTER PLAN



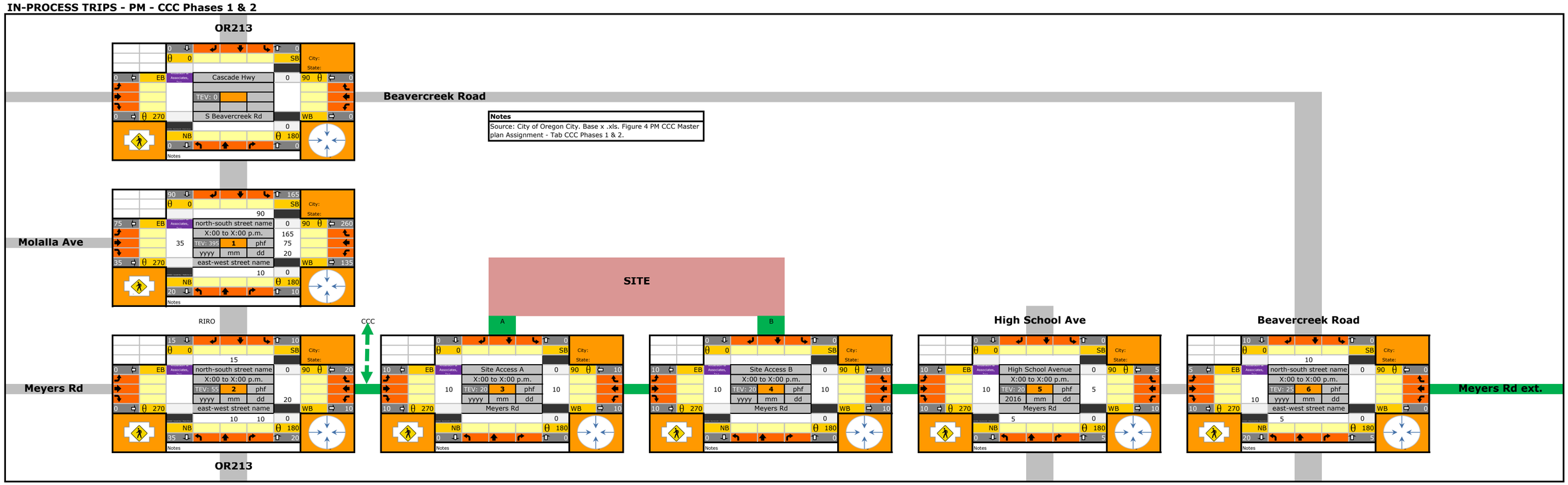
IN-PROCESS TRIPS - PM - TYRONE S. WOODS MEMORIAL PARK



IN-PROCESS TRIPS - PM - BEAVERCREEK MIXED-USE HOUSING DEVELOPMENT

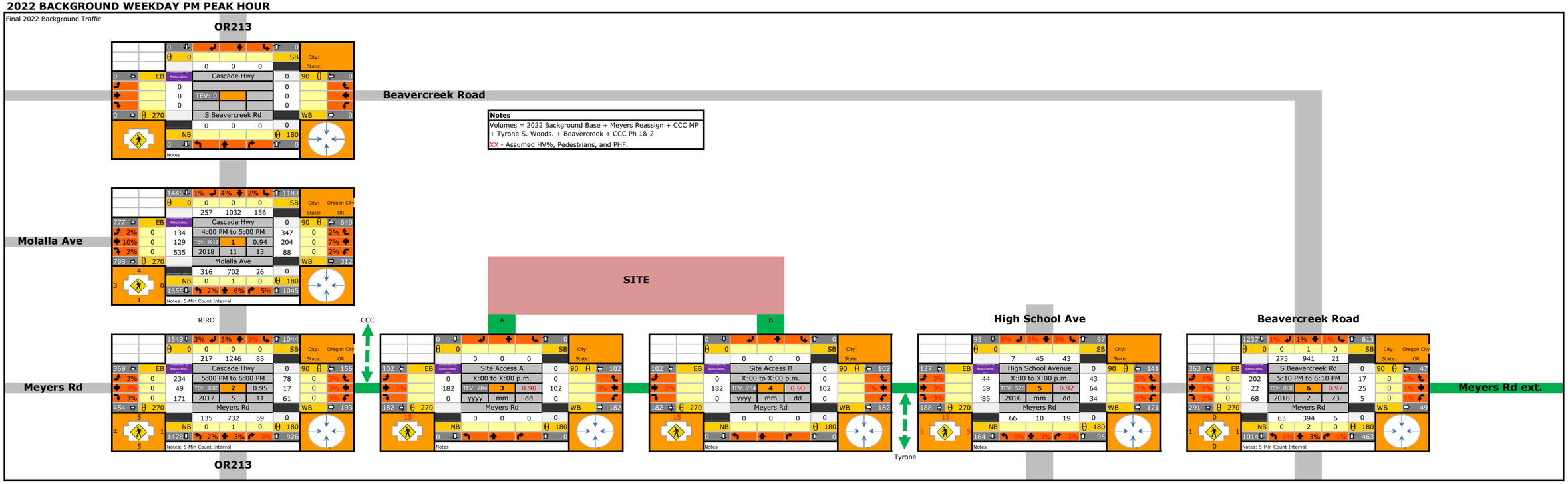


IN-PROCESS TRIPS - PM - CCC Phases 1 & 2



2022 BACKGROUND WEEKDAY PM PEAK HOUR

Final 2022 Background Traffic



Appendix C Existing Traffic Conditions Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: Molalla Ave/OR213

Control Type:	Signalized	Delay (sec / veh):	28.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name	OR213			OR213			Molalla Ave			CCC Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	630.00	100.00	100.00	530.00	100.00	350.00	100.00	100.00	100.00	270.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			20.00		
Grade [%]	0.00			0.00			-2.50			-2.50		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Molalla Ave			CCC Access		
Base Volume Input [veh/h]	358	931	92	201	445	168	102	125	202	23	67	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	7.00	3.00	3.00	11.00	6.00	4.00	7.00	5.00	14.00	9.00	19.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	40	0	0	25
Total Hourly Volume [veh/h]	358	931	92	201	445	168	102	125	162	23	67	24
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	256	25	55	122	46	28	34	45	6	18	7
Total Analysis Volume [veh/h]	393	1023	101	221	489	185	112	137	178	25	74	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	3			0			3			0		
v_di, Inbound Pedestrian Volume crossing m	3			0			3			0		
v_co, Outbound Pedestrian Volume crossing	0			0			1			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			1			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	70.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lag	-	-	Lead	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	4	10	0	4	10	0	4	6	4	4	6	0
Maximum Green [s]	34	54	0	26	36	0	12	22	34	12	22	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.7	3.5	3.5	4.7	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	0.7	0.5	0.5	0.7	0.0
Split [s]	38	48	0	30	40	0	16	26	38	16	26	0
Vehicle Extension [s]	2.3	4.5	0.0	2.3	4.5	0.0	2.3	2.3	2.3	2.3	2.3	0.0
Walk [s]	0	9	0	0	10	0	0	14	0	0	11	0
Pedestrian Clearance [s]	0	23	0	0	27	0	0	28	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.4	2.0	2.0	3.4	0.0
Minimum Recall	No	Yes		No	Yes		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	4.00	6.00	6.00	4.00	5.40	5.40	4.00	5.40	5.40
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	2.00	4.00	4.00	2.00	3.40	0.00	2.00	3.40	3.40
g_i, Effective Green Time [s]	29	67	67	17	55	55	10	15	48	2	7	7
g / C, Green / Cycle	0.24	0.56	0.56	0.14	0.46	0.46	0.08	0.12	0.40	0.02	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.23	0.30	0.06	0.13	0.15	0.12	0.06	0.08	0.11	0.02	0.04	0.02
s, saturation flow rate [veh/h]	1738	3418	1577	1767	3303	1537	1753	1796	1549	1612	1766	1354
c, Capacity [veh/h]	419	1899	876	249	1503	699	148	220	615	31	102	78
d1, Uniform Delay [s]	39.84	8.92	7.19	47.86	14.58	14.19	53.79	50.07	24.66	58.64	55.66	54.36
k, delay calibration	0.29	0.50	0.50	0.10	0.50	0.50	0.07	0.07	0.07	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.00	1.10	0.27	9.48	0.58	0.92	4.81	1.77	0.16	23.24	5.92	1.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.54	0.12	0.89	0.33	0.26	0.76	0.62	0.29	0.79	0.73	0.33
d, Delay for Lane Group [s/veh]	60.84	10.02	7.46	57.34	15.15	15.12	58.60	51.83	24.81	81.88	61.58	55.87
Lane Group LOS	E	B	A	E	B	B	E	D	C	F	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.50	4.34	0.75	6.60	3.00	2.31	3.48	3.99	3.45	0.97	2.41	0.80
50th-Percentile Queue Length [ft/ln]	312.57	108.45	18.77	165.07	74.94	57.72	86.97	99.69	86.16	24.30	60.20	20.04
95th-Percentile Queue Length [veh/ln]	18.30	7.75	1.35	10.82	5.40	4.16	6.26	7.18	6.20	1.75	4.33	1.44
95th-Percentile Queue Length [ft/ln]	457.54	193.84	33.78	270.42	134.89	103.89	156.55	179.44	155.08	43.74	108.35	36.07

Movement, Approach, & Intersection Results

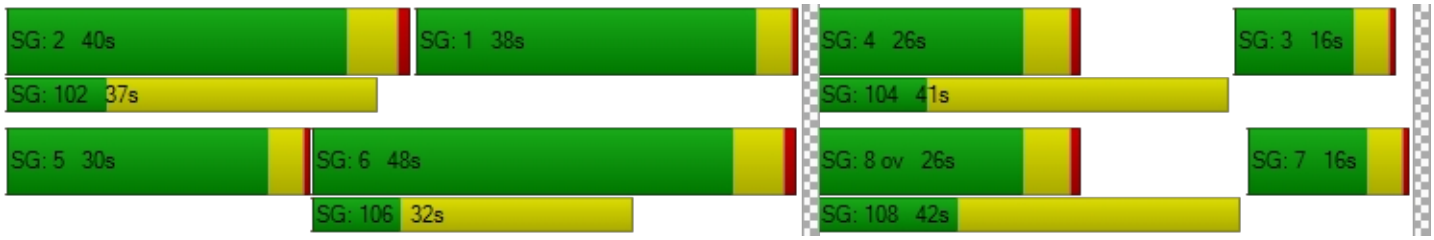
d_M, Delay for Movement [s/veh]	60.84	10.02	7.46	57.34	15.15	15.12	58.60	51.83	24.81	81.88	61.58	55.87
Movement LOS	E	B	A	E	B	B	E	D	C	F	E	E
d_A, Approach Delay [s/veh]	23.02			25.56			42.34			64.45		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	28.32											
Intersection LOS	C											
Intersection V/C	0.612											

Other Modes

g_Walk,mi, Effective Walk Time [s]	18.0	15.0	14.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	2514.56	0.00	11051.57	0.00
d_p, Pedestrian Delay [s]	43.35	45.94	46.82	47.70
I_p,int, Pedestrian LOS Score for Intersection	3.010	2.971	2.518	2.278
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	567	343	343
d_b, Bicycle Delay [s]	25.35	30.82	41.17	41.19
I_b,int, Bicycle LOS Score for Intersection	2.811	2.298	2.330	1.807
Bicycle LOS	C	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Meyers Rd/OR213

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name	OR213		OR213		Meyers Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	325.00	100.00	100.00	200.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	OR213		OR213		Meyers Rd	
Base Volume Input [veh/h]	176	1104	489	80	277	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	7.00	9.00	9.00	5.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	1104	489	80	277	171
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	285	126	21	71	44
Total Analysis Volume [veh/h]	181	1138	504	82	286	176
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	1		0		1	
v_di, Inbound Pedestrian Volume crossing m	1		0		1	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	53.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPerm	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	8	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	4	10	10	0	6	0
Maximum Green [s]	17	89	68	0	23	0
Amber [s]	3.5	5.0	5.0	0.0	4.0	0.0
All red [s]	0.5	1.0	1.0	0.0	0.5	0.0
Split [s]	21	93	72	0	27	0
Vehicle Extension [s]	2.3	4.5	4.5	0.0	2.3	0.0
Walk [s]	0	0	8	0	8	0
Pedestrian Clearance [s]	0	0	19	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	4.0	0.0	2.5	0.0
Minimum Recall	No	Yes	Yes		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	4.00	2.50	2.50
g_i, Effective Green Time [s]	88	88	80	80	22	22
g / C, Green / Cycle	0.73	0.73	0.66	0.66	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.20	0.63	0.15	0.05	0.16	0.11
s, saturation flow rate [veh/h]	910	1795	3360	1500	1738	1546
c, Capacity [veh/h]	731	1313	2231	996	315	280
d1, Uniform Delay [s]	0.48	0.55	2.46	2.36	48.16	45.38
k, delay calibration	0.50	0.50	0.50	0.50	0.30	0.10
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.81	7.89	0.24	0.16	22.32	2.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.87	0.23	0.08	0.91	0.63
d, Delay for Lane Group [s/veh]	1.29	8.45	2.70	2.52	70.48	47.46
Lane Group LOS	A	A	A	A	E	D
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.26	3.48	0.76	0.26	10.31	5.01
50th-Percentile Queue Length [ft/ln]	6.38	87.03	19.04	6.54	257.75	125.21
95th-Percentile Queue Length [veh/ln]	0.46	6.27	1.37	0.47	15.58	8.68
95th-Percentile Queue Length [ft/ln]	11.48	156.66	34.28	11.77	389.40	216.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1.29	8.45	2.70	2.52	70.48	47.46
Movement LOS	A	A	A	A	E	D
d_A, Approach Delay [s/veh]	7.47		2.67		61.71	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	16.87					
Intersection LOS	B					
Intersection V/C	0.887					

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	12.0	12.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	4174.14	0.00	0.00
d_p, Pedestrian Delay [s]	48.60	48.60	48.60
I_p,int, Pedestrian LOS Score for Intersection	2.875	2.879	2.423
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1450	1100	375
d_b, Bicycle Delay [s]	4.54	12.15	39.61
I_b,int, Bicycle LOS Score for Intersection	3.736	2.043	1.560
Bicycle LOS	D	B	A

Sequence

Ring 1	1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Meyers Rd/High School Ave

Control Type:	All-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	80.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	0	94	104	9	27	0	0	10	6	93	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	3.00	3.00	3.00	0.00	0.00	3.00	3.00	3.00	0.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	94	104	9	27	0	0	10	6	93	0	17
Peak Hour Factor	0.4700	0.4700	0.4700	0.4700	0.4700	0.4700	0.4700	0.4700	0.4700	0.4700	0.4700	0.4700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	50	55	5	14	0	0	5	3	49	0	9
Total Analysis Volume [veh/h]	0	200	221	19	57	0	0	21	13	198	0	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	790	671	588	610	569	703
Degree of Utilization, x	0.53	0.11	0.00	0.06	0.35	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.20	0.38	0.00	0.18	1.55	0.16
95th-Percentile Queue Length [ft]	80.12	9.53	0.00	4.42	38.73	4.04
Approach Delay [s/veh]	12.65	9.05	8.95		11.71	
Approach LOS	B	A	A		B	
Intersection Delay [s/veh]	11.84					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Meyers Rd/Beavercreek Rd

Control Type:	Signalized	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.990

Intersection Setup

Name	Beavercreek Rd		Beavercreek Rd		Meyers Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		Yes		Yes	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beavercreek Rd		Beavercreek Rd		Meyers Rd	
Base Volume Input [veh/h]	133	749	240	161	283	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	8.00	1.00	9.00	9.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	31	0	0
Total Hourly Volume [veh/h]	133	749	240	130	283	37
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	260	83	45	98	13
Total Analysis Volume [veh/h]	185	1040	333	181	393	51
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		1		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	1		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPerm	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	8	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	4	10	10	0	6	0
Maximum Green [s]	25	45	45	0	40	0
Amber [s]	3.5	4.3	4.3	0.0	3.5	0.0
All red [s]	0.5	0.5	0.5	0.0	0.5	0.0
Split [s]	24	68	44	0	34	0
Vehicle Extension [s]	2.3	2.0	2.0	0.0	2.3	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	13	13	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.8	2.8	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	R
C, Cycle Length [s]	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.80	2.80	2.00	2.00
g_i, Effective Green Time [s]	35	35	26	16	16
g / C, Green / Cycle	0.58	0.58	0.43	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.17	0.56	0.31	0.23	0.03
s, saturation flow rate [veh/h]	1064	1870	1662	1678	1500
c, Capacity [veh/h]	577	1091	722	452	404
d1, Uniform Delay [s]	8.19	11.68	13.83	20.80	16.49
k, delay calibration	0.07	0.22	0.04	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	10.03	0.49	3.32	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.95	0.71	0.87	0.13
d, Delay for Lane Group [s/veh]	8.38	21.71	14.32	24.12	16.58
Lane Group LOS	A	C	B	C	B
Critical Lane Group	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.95	13.50	5.26	5.37	0.52
50th-Percentile Queue Length [ft/ln]	23.82	337.52	131.43	134.32	12.98
95th-Percentile Queue Length [veh/ln]	1.72	19.53	9.02	9.17	0.93
95th-Percentile Queue Length [ft/ln]	42.88	488.16	225.44	229.35	23.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.38	21.71	14.32	14.32	24.12	16.58
Movement LOS	A	C	B	B	C	B
d_A, Approach Delay [s/veh]	19.70		14.32		23.26	
Approach LOS	B		B		C	
d_I, Intersection Delay [s/veh]	19.16					
Intersection LOS	B					
Intersection V/C	0.990					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	12577.44	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.288	2.401	2.245
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	1000	889
d_b, Bicycle Delay [s]	11.25	11.26	13.89
I_b,int, Bicycle LOS Score for Intersection	3.581	2.459	1.560
Bicycle LOS	D	B	A

Sequence

Ring 1	1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 1: Molalla Ave/OR213

Control Type:	Signalized	Delay (sec / veh):	33.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	OR213			OR213			Molalla Ave			CCC Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	630.00	100.00	100.00	530.00	100.00	350.00	100.00	100.00	100.00	270.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			20.00		
Grade [%]	0.00			0.00			-2.50			-2.50		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Molalla Ave			CCC Access		
Base Volume Input [veh/h]	293	668	43	52	978	247	129	80	499	106	115	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	5.00	2.00	4.00	1.00	2.00	10.00	2.00	2.00	7.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	50	0	0	83
Total Hourly Volume [veh/h]	293	668	43	52	978	247	129	80	449	106	115	83
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	178	11	14	260	66	34	21	119	28	31	22
Total Analysis Volume [veh/h]	312	711	46	55	1040	263	137	85	478	113	122	88
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	1			2			0			2		
v_di, Inbound Pedestrian Volume crossing m	0			2			1			2		
v_co, Outbound Pedestrian Volume crossing	0			1			2			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			2			1			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	71.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lag	-	-	Lead	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	4	10	0	4	10	0	4	6	4	4	6	0
Maximum Green [s]	31	55	0	21	45	0	16	22	31	16	22	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.7	3.5	3.5	4.7	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	0.7	0.5	0.5	0.7	0.0
Split [s]	35	59	0	25	49	0	20	26	35	20	26	0
Vehicle Extension [s]	2.3	4.5	0.0	2.3	4.5	0.0	2.3	2.3	2.3	2.3	2.3	0.0
Walk [s]	0	9	0	0	10	0	0	14	0	0	11	0
Pedestrian Clearance [s]	0	23	0	0	27	0	0	28	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.4	2.0	2.0	3.4	0.0
Minimum Recall	No	Yes		No	Yes		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	4.00	6.00	6.00	4.00	5.40	5.40	4.00	5.40	5.40
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	2.00	4.00	4.00	2.00	3.40	0.00	2.00	3.40	3.40
g_i, Effective Green Time [s]	25	75	75	5	55	55	18	21	50	10	13	13
g / C, Green / Cycle	0.19	0.57	0.57	0.04	0.42	0.42	0.14	0.16	0.38	0.08	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.18	0.21	0.03	0.03	0.30	0.16	0.08	0.05	0.30	0.06	0.07	0.06
s, saturation flow rate [veh/h]	1781	3446	1519	1781	3503	1597	1781	1751	1589	1781	1796	1570
c, Capacity [veh/h]	343	1977	872	72	1478	673	243	278	607	139	179	157
d1, Uniform Delay [s]	47.21	7.53	6.62	60.87	22.57	19.07	52.52	48.38	35.51	59.03	56.51	55.76
k, delay calibration	0.23	0.50	0.50	0.07	0.50	0.50	0.07	0.07	0.50	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.12	0.51	0.12	9.56	2.84	1.70	1.25	0.38	9.96	6.96	2.76	1.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.36	0.05	0.76	0.70	0.39	0.56	0.31	0.79	0.81	0.68	0.56
d, Delay for Lane Group [s/veh]	64.33	8.04	6.74	70.43	25.41	20.77	53.78	48.76	45.47	65.99	59.27	57.67
Lane Group LOS	E	A	A	E	C	C	D	D	D	E	E	E
Critical Lane Group	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	10.62	2.74	0.33	1.93	10.08	4.25	4.25	2.47	14.81	3.99	4.07	2.89
50th-Percentile Queue Length [ft/ln]	265.59	68.62	8.29	48.29	252.09	106.28	106.29	61.65	370.32	99.84	101.87	72.15
95th-Percentile Queue Length [veh/ln]	15.97	4.94	0.60	3.48	15.29	7.63	7.63	4.44	21.12	7.19	7.33	5.19
95th-Percentile Queue Length [ft/ln]	399.22	123.51	14.92	86.92	382.28	190.81	190.83	110.98	528.12	179.71	183.37	129.86

Movement, Approach, & Intersection Results

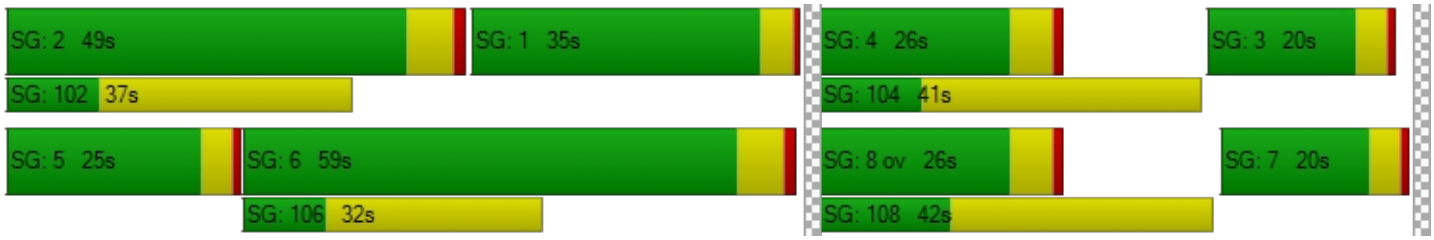
d_M, Delay for Movement [s/veh]	64.33	8.04	6.74	70.43	25.41	20.77	53.78	48.76	45.47	65.99	59.27	57.67
Movement LOS	E	A	A	E	C	C	D	D	D	E	E	E
d_A, Approach Delay [s/veh]	24.41			26.33			47.50			61.19		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	33.30											
Intersection LOS	C											
Intersection V/C	0.759											

Other Modes

g_Walk,mi, Effective Walk Time [s]	18.0	15.0	14.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	10310.01	3066.53	3029.57	0.00
d_p, Pedestrian Delay [s]	48.25	50.87	51.75	52.65
I_p,int, Pedestrian LOS Score for Intersection	3.136	3.047	2.629	2.362
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	815	662	317	317
d_b, Bicycle Delay [s]	22.82	29.11	46.03	46.03
I_b,int, Bicycle LOS Score for Intersection	2.442	2.680	2.797	2.230
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	7	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Meyers Rd/OR213

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name	OR213		OR213		Meyers Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	325.00	100.00	100.00	200.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	OR213		OR213		Meyers Rd	
Base Volume Input [veh/h]	129	779	1267	219	225	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	20	0	0
Total Hourly Volume [veh/h]	129	779	1267	199	225	193
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	205	333	52	59	51
Total Analysis Volume [veh/h]	136	820	1334	209	237	203
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	3		3		2	
v_di, Inbound Pedestrian Volume crossing m	2		2		3	
v_co, Outbound Pedestrian Volume crossing	2		2		2	
v_ci, Inbound Pedestrian Volume crossing mi	3		2		2	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	1		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	61.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	8	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	4	10	10	0	6	0
Maximum Green [s]	20	94	70	0	28	0
Amber [s]	3.5	5.0	5.0	0.0	4.0	0.0
All red [s]	0.5	1.0	1.0	0.0	0.5	0.0
Split [s]	24	98	74	0	32	0
Vehicle Extension [s]	2.3	4.5	4.5	0.0	2.3	0.0
Walk [s]	0	0	8	0	8	0
Pedestrian Clearance [s]	0	0	19	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	4.0	0.0	2.5	0.0
Minimum Recall	No	Yes	Yes		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	6.00	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	4.00	2.50	2.50
g_i, Effective Green Time [s]	12	99	83	83	21	21
g / C, Green / Cycle	0.09	0.76	0.64	0.64	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.08	0.44	0.38	0.13	0.14	0.13
s, saturation flow rate [veh/h]	1781	1855	3532	1572	1739	1562
c, Capacity [veh/h]	162	1411	2257	1004	276	248
d1, Uniform Delay [s]	56.23	0.00	4.56	3.70	53.28	52.82
k, delay calibration	0.07	0.50	0.50	0.50	0.14	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.07	1.75	1.15	0.47	9.42	6.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.58	0.59	0.21	0.86	0.82
d, Delay for Lane Group [s/veh]	63.30	1.75	5.71	4.17	62.70	59.66
Lane Group LOS	E	A	A	A	E	E
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.48	0.69	3.41	0.99	8.27	6.88
50th-Percentile Queue Length [ft/ln]	111.88	17.19	85.18	24.63	206.75	172.01
95th-Percentile Queue Length [veh/ln]	7.94	1.24	6.13	1.77	12.99	11.18
95th-Percentile Queue Length [ft/ln]	198.61	30.94	153.32	44.33	324.66	279.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.30	1.75	5.71	4.17	62.70	59.66
Movement LOS	E	A	A	A	E	E
d_A, Approach Delay [s/veh]	10.51		5.50		61.29	
Approach LOS	B		A		E	
d_I, Intersection Delay [s/veh]	15.48					
Intersection LOS	B					
Intersection V/C	0.650					

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	12.0	12.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	1415.99	2053.61	1680.08
d_p, Pedestrian Delay [s]	53.55	53.55	53.55
I_p,int, Pedestrian LOS Score for Intersection	3.060	3.134	2.219
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1415	1046	423
d_b, Bicycle Delay [s]	5.56	14.78	40.41
I_b,int, Bicycle LOS Score for Intersection	3.137	2.849	1.560
Bicycle LOS	C	C	A

Sequence

Ring 1	1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Meyers Rd/High School Ave

Control Type:	All-way stop	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

Intersection Setup

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	80.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	1	10	18	28	43	0	0	0	0	32	1	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	3.00	3.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	10	18	28	43	0	0	0	0	32	1	9
Peak Hour Factor	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	8	12	18	0	0	0	0	13	0	4
Total Analysis Volume [veh/h]	2	17	30	47	72	0	0	0	0	53	2	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	923	844	728	728	665	839
Degree of Utilization, x	0.05	0.14	0.00	0.00	0.08	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.17	0.49	0.00	0.00	0.26	0.06
95th-Percentile Queue Length [ft]	4.20	12.24	0.00	0.00	6.48	1.55
Approach Delay [s/veh]	7.12	7.96	0.00		8.22	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	7.87					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: Meyers Rd/Beavercreek Rd

Control Type:	Signalized	Delay (sec / veh):	30.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.932

Intersection Setup

Name	Beavercreek Rd		Beavercreek Rd		Meyers Rd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		Yes		Yes	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beavercreek Rd		Beavercreek Rd		Meyers Rd	
Base Volume Input [veh/h]	27	386	892	228	187	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	1.00	0.00	0.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	15	0	0
Total Hourly Volume [veh/h]	27	386	892	213	187	23
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	102	235	56	49	6
Total Analysis Volume [veh/h]	28	406	939	224	197	24
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		1	
v_ci, Inbound Pedestrian Volume crossing mi	0		1		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	2		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPerm	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	8	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	4	10	10	0	6	0
Maximum Green [s]	20	40	40	0	30	0
Amber [s]	3.5	4.3	4.3	0.0	3.5	0.0
All red [s]	0.5	0.5	0.5	0.0	0.5	0.0
Split [s]	24	68	44	0	34	0
Vehicle Extension [s]	2.3	2.0	2.0	0.0	2.3	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	13	13	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.8	2.8	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	R
C, Cycle Length [s]	63	63	63	63	63
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.80	2.80	2.00	2.00
g_i, Effective Green Time [s]	46	46	40	9	9
g / C, Green / Cycle	0.72	0.72	0.63	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.05	0.22	0.64	0.11	0.02
s, saturation flow rate [veh/h]	596	1855	1814	1810	1551
c, Capacity [veh/h]	290	1336	1145	255	218
d1, Uniform Delay [s]	15.89	3.17	11.69	26.25	23.76
k, delay calibration	0.07	0.04	0.45	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.05	29.25	3.09	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.30	1.02	0.77	0.11
d, Delay for Lane Group [s/veh]	15.97	3.22	40.94	29.34	23.90
Lane Group LOS	B	A	F	C	C
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.08	1.30	21.80	3.02	0.32
50th-Percentile Queue Length [ft/ln]	1.93	32.49	544.96	75.54	7.93
95th-Percentile Queue Length [veh/ln]	0.14	2.34	29.84	5.44	0.57
95th-Percentile Queue Length [ft/ln]	3.47	58.48	746.08	135.98	14.28

Movement, Approach, & Intersection Results

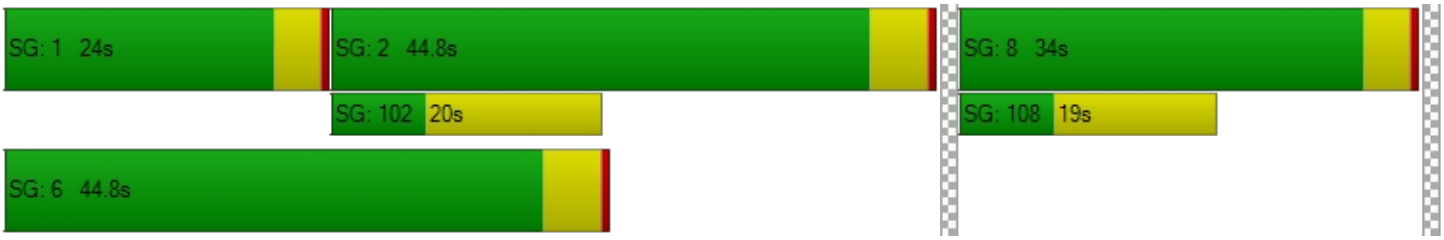
d_M, Delay for Movement [s/veh]	15.97	3.22	40.94	40.94	29.34	23.90
Movement LOS	B	A	D	D	C	C
d_A, Approach Delay [s/veh]	4.04		40.94		28.75	
Approach LOS	A		D		C	
d_I, Intersection Delay [s/veh]	30.65					
Intersection LOS	C					
Intersection V/C	0.932					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	7661.75
d_p, Pedestrian Delay [s]	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.242	2.315	2.072
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	889	889	667
d_b, Bicycle Delay [s]	13.90	13.90	20.00
I_b,int, Bicycle LOS Score for Intersection	2.276	3.503	1.560
Bicycle LOS	B	D	A

Sequence

Ring 1	1	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Name: OR 213 @ Molalla Ave / Douglas
Controller 122001.3 Channel: 210 Drop: 15
System: TransCore TransSuite TCS
Controller Type: Voyage
Revision - Version -
TransCore Unified Controller Manager 19.4.3

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Controller Function and Timing

Security, Sequence and Timing (Next/2/1, Next/2/2/3/A, Next/2/2/5)					
Security Code	0	0 = disabled, or 1000-9999	First All Red	8.0	0.0 to 25.5 seconds
Sequence	7	0 = sequential, 1 = quad left turn, 2-6 = special A-E, 7 = lead lag			
Power up Flash	0.0	0.0 - 25.5 seconds			

Initialization (Next/2/2/5)			Lead Lag (Next/2/2/3/A)			
Ring 1	Ring 2	Interval	Phases 1 - 2	Phases 3 - 4	Phases 5 - 6	Phases 7 - 8
1	5	0	2	2	2	2
Phase 1 - 8		0 = Red, 1 = Yel, 2 = Grn	0 = no reversal, 1 = reversal, 2 = by coord plan or clock			

(Next/2/2/3) Phase Functions (Next/2/2/1)

Phase Used	1 2 3 4 5 6 7 8
Restricted Phases	- - - - - - - -
Exclusive Phases	- - - - - - - -

Yellow Lock	- - - - - - - -
Min Recall	- 2 - - - 6 - -
Max Recall	- - - - - - - -
Ped Recall	- - - - - - - -
Red Lock	- - - - - - - -
Max Out Recall Inhibit	1 2 3 4 5 6 7 8
Soft Recall	- - - - - - - -
Free Walk Rest	- - - - - - - -
Conditional Ped	- - - - - - - -
Disable Inhibit Max Termination	- - - - - - - -
Call To Non-Act 1	- - - - - - - -
Call To Non-Act 2	- - - - - - - -

Phase Times (Next/2/2/2)

Phase	1	2	3	4	5	6	7	8	
Movement	NB to	SB	EB to	WB	SB to	NB	WB to	EB (SB	
Minimum Green	4	10	4	6	4	10	4	6	0 - 255 sec.
Passage	2.3	4.5	2.3	2.3	2.3	4.5	2.3	2.3	0.0 - 25.5 sec.
Yellow	3.5	5.0	3.5	4.7	3.5	5.0	3.5	4.7	0.0 - 25.5 sec.
Red Clearance	0.5	1.0	0.5	0.7	0.5	1.0	0.5	0.7	0.0 - 25.5 sec. or 0 - 255 sec.
Max 1	20	50	20	40	20	20	20	20	0 - 255 sec.
Max 2	20	50	20	40	20	20	20	20	0 - 255 sec.
Walk	0	10	0	11	0	9	0	14	0 - 255 sec.
Ped Clear	0	27	0	30	0	23	0	28	0 - 255 sec.
Seconds Per Actuation	0.0	1.2	0.0	0.0	0.0	1.2	0.0	0.0	0.0 - 25.5 sec.
Time Before Reduction	8	10	8	8	8	10	8	8	0 - 255 sec.
Time to Reduce	3	10	3	3	3	10	3	3	0 - 255 sec.
Minimum Gap	0.5	2.5	0.5	0.5	0.5	2.5	0.5	0.5	0.0 - 25.5 sec.
Max Variable Initial	4	17	4	6	4	10	4	6	0 - 255 sec.
Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec.
Advanced walk	0	0	0	0	0	0	0	0	0 - 255 sec.

Phase Times (Next/2/2/9/5)

Inhibit Min Yellow									X = On
Red Decimal Off									X = On

Dual Entry (Next/2/2/9/3)

Mode	1	0 = off, 1 = on, 2 = Not Used, 3 = by coord plan, 4 = by time clock circuit 61

Dual Entry Ph -->	1	2	3	4	5	6	7	8	
Phase	0	0	0	0	0	0	0	0	0 = none, 1-8 = phase 1-8

Cond Service (Next/2/2/9/3/A)			5 Sec Head Logic (Next/2/2/9/4)						
	Mode	CS Max Time	X Omits Y		Anti-Trap			Yellow Blanking LT	
Phase 1	0	0	X:Y		Trap Protected Phase		Next Phase	Phase	
Phase 3	0	0	6:1	0	1	0	< (5)	1	0
Phase 5	0	0	8:3	0	3	0	< (7)	3	0
Phase 7	0	0	2:5	0	5	0	< (1)	5	0
0 = off, 1 = C.S.On. 2 = C.S. on by TOD circuit 57, 3 = N/A, 4 = C.S. and C.R. On, 5 = C.R. on by TOD circuit 57.			4:7	0	7	0	< (3)	7	0
			0 = off, 1 = side call, 2 = no side call		X = On				

Other Controller Functions (Next/2/2/9/1, Next/2/2/9/5)

Inhibit Simultaneous Gap Out	1 - 3 4 5 - 7 8	
Last Car Passage	2	0 = recall phase, 1 = last car passage, 2 = NOT recall - Not last car passage
Red Revert (+2seconds)	0.0	0 - 25.5 sec.
Auto Ped Clear	Off	X = On
FDW thru Yellow	Off	X = On
Red Rest Delay	0.0	0 - 25.5 sec.
Change Sequence	Off	X = On (After a download without a power on - off cycle)
Advanced Flash Rate	60 FPM	0 = Disabled (60 FPM), 1 = 120 FPM
Ped Push Button Time	null	0 = Disable, 0 - 5 Seconds

Phase ->	1	2	3	4	5	6	7	8	
Red Clear Extension Detector	0	0	0	0	0	0	0	0	0 = none 1 - 32 = detector 1 - 32
Red Clear Extension Red Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec.

Local Detectors (Next/2/2/4/1)

Detector Data

Detector	Description	Yellow Lock	Detector Inhibit	Call Phase	Extend Phase	Switch Phase	Delay Time	Stretch / Disconnect Time	Delay or Disconnect Mode
1				1	1	0	0	2.0	0
2				1	1	0	0	0.0	0
3				3	3	0	0	2.0	0
4				3	3	0	0	0.0	0
5				5	5	0	0	2.0	0
6				5	5	0	0	0.0	0
7				7	7	0	0	2.0	0
8				7	7	0	0	0.0	0
9				2	2	0	0	1.0	0
10				2	2	0	0	1.0	0
11				2	2	0	0	0.0	0
12				2	2	0	0	0.0	0
13				2	2	0	0	0.0	0
14				4	4	0	3	2.0	0
15				4	4	0	0	2.0	0
16				4	4	0	0	0.0	0
17				4	4	0	0	0.0	0
18				4	4	0	10	0.0	0
19				6	6	0	0	1.0	0
20				6	6	0	0	1.0	0
21				6	6	0	0	0.0	0
22				6	6	0	0	0.0	0
23				6	6	0	0	0.0	0
24				8	8	0	3	2.0	0
25				8	8	0	0	2.0	0
26				8	8	0	0	0.0	0
27				8	8	0	0	0.0	0
28				8	8	0	10	0.0	0
29				0	0	0	0	0.0	0
30				0	0	0	0	0.0	0
31				0	0	0	0	0.0	0
32				0	0	0	0	0.0	0

yellow lock, detector inhibit, - X = On; call, extend, phase - 0 = none 1 - 8 = phase 1 - 8; delay time - 0 - 255 sec
stretch / disconnect time - 0.0 - 25.5 sec.; delay or disconnect Mode - 0 -12

Local Detectors 33 - 64 (Next/2/2/4/6)

Detector Data

Detector	Description	Yellow Lock	Detector Inhibit	Call Phase	Extend Phase	Switch Phase	Delay Time	Stretch / Disconnect Time	Delay or Disconnect Mode
33		N/A	N/A	0	0	N/A	N/A	N/A	N/A
34		N/A	N/A	0	0	N/A	N/A	N/A	N/A
35		N/A	N/A	0	0	N/A	N/A	N/A	N/A
36		N/A	N/A	0	0	N/A	N/A	N/A	N/A
37		N/A	N/A	0	0	N/A	N/A	N/A	N/A
38		N/A	N/A	0	0	N/A	N/A	N/A	N/A
39		N/A	N/A	0	0	N/A	N/A	N/A	N/A
40		N/A	N/A	0	0	N/A	N/A	N/A	N/A
41		N/A	N/A	0	0	N/A	N/A	N/A	N/A
42		N/A	N/A	0	0	N/A	N/A	N/A	N/A
43		N/A	N/A	0	0	N/A	N/A	N/A	N/A
44		N/A	N/A	0	0	N/A	N/A	N/A	N/A
45		N/A	N/A	0	0	N/A	N/A	N/A	N/A
46		N/A	N/A	0	0	N/A	N/A	N/A	N/A
47		N/A	N/A	0	0	N/A	N/A	N/A	N/A
48		N/A	N/A	0	0	N/A	N/A	N/A	N/A
49		N/A	N/A	0	0	N/A	N/A	N/A	N/A
50		N/A	N/A	0	0	N/A	N/A	N/A	N/A
51		N/A	N/A	0	0	N/A	N/A	N/A	N/A
52		N/A	N/A	0	0	N/A	N/A	N/A	N/A
53		N/A	N/A	0	0	N/A	N/A	N/A	N/A
54		N/A	N/A	0	0	N/A	N/A	N/A	N/A
55		N/A	N/A	0	0	N/A	N/A	N/A	N/A
56		N/A	N/A	0	0	N/A	N/A	N/A	N/A
57		N/A	N/A	0	0	N/A	N/A	N/A	N/A
58		N/A	N/A	0	0	N/A	N/A	N/A	N/A
59		N/A	N/A	0	0	N/A	N/A	N/A	N/A
60		N/A	N/A	0	0	N/A	N/A	N/A	N/A
61		N/A	N/A	0	0	N/A	N/A	N/A	N/A
62		N/A	N/A	0	0	N/A	N/A	N/A	N/A
63		N/A	N/A	0	0	N/A	N/A	N/A	N/A
64		N/A	N/A	0	0	N/A	N/A	N/A	N/A

yellow lock, detector inhibit, - X = On; call, extend, phase - 0 = none 1 - 8 = phase 1 - 8; delay time - 0 - 255 sec
stretch / disconnect time - 0.0 - 25.5 sec.; delay or disconnect Mode - 0 -12

Detector Plans (Next/2/2/4/5)

Loop Number										
Plan Detectors		0	0	0	0	0	0	0	0	0 - 32, 0 = none, 1 - 32 = detectors 1- 32
Detector Plan 1	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extended Phase	0	0	0	0	0	0	0	0	
	Switch Phase	0	0	0	0	0	0	0	0	
	Delay Time	0	0	0	0	0	0	0	0	0 - 255 seconds
	Stretch / Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 seconds
	Delay / Disconnect Mode	0	0	0	0	0	0	0	0	0 - 14
Detector Plan 2	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extended Phase	0	0	0	0	0	0	0	0	
	Switch Phase	0	0	0	0	0	0	0	0	
	Delay Time	0	0	0	0	0	0	0	0	0 - 255 seconds
	Stretch / Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 seconds
	Delay / Disconnect Mode	0	0	0	0	0	0	0	0	0 - 14
Detector Plan 3	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extended Phase	0	0	0	0	0	0	0	0	
	Switch Phase	0	0	0	0	0	0	0	0	
	Delay Time	0	0	0	0	0	0	0	0	0 - 255 seconds
	Stretch / Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 seconds
	Delay / Disconnect Mode	0	0	0	0	0	0	0	0	0 - 14

Detector Fail (Next/2/2/4/3)

Detector Fail Sample Period (all detectors)	0	0 - 255 minutes
Dynamic Phase Length Fail Period	0	0 - 255 minutes

Video Fail Inputs	1	2	3	4	5	6	7	8	0 = none, 1 - 8 = phase 1 - 8
Phase Recalled	0	0	0	0	0	0	0	0	

System Detectors	1	2	3	4	5	6	7	8	0 = none, 1 - 32 = detector 1 - 32
Local Detector	0	0	0	0	0	0	0	0	

Flash (Next/2/2/5)

Flash Entry			Flash Exit		
Ring 1	Ring 2	Interval	Ring 1	Ring 2	Interval
0	0	red	1	5	0
0 = none, phase 1 - 8		0 = red, 1 = yel, 2 = grn	0 = none, phase 1 - 8		0 = red, 1 = yel, 2 = grn

Soft Flash (Next/2/2/5/A)

Phase	1	2	3	4	5	6	7	8
	0	0	0	0	0	0	0	0

Overlap	A	B	C	D	E	F	G	H	I	J	K	L
	0	0	0	0	0	0	0	0	0	0	0	0

0 = dark, 1=flash yel WIG, 2 = flash yel WAG, 3 = flash red WIG, 4 = flash red WAG

Internal Logic Output	1	2	3	4	5	6	7	8	9	10	11	12	0 = normal, 1 = dark, 2 = flash WIG
	0	0	0	0	0	0	0	0	0	0	0	0	

Max Plans (Next/2/2/7)

	Phase->	1	2	3	4	5	6	7	8	
MaxPlan 1	Normal Max	34	36	12	22	26	54	12	22	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 2	Normal Max	24	36	12	22	26	44	12	22	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 3	Normal Max	31	45	16	22	21	55	16	22	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 4	Normal Max	26	16	16	16	11	31	16	16	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 5	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 6	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 7	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 8	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec

CoordinationData		
Coordination Modes (Next/2/3/1)		
Flash Mode	33	0=off, 1=on, 33=time clock, 34=comm, 35=hardwire
Coordination Plan Mode	34	0=free, 1-32 = coord plan 1-32, 33=time clock, 34=comm, 35=hardwire
Offset Seeking Mode	2	0=add only, 1=dwell, 2=fastway
Late Ped	0	0 = off, 1 = on
Coord Walk Rest	0	0 = off, 1 = on, 2 = by tod circuit 160, 3 = end of walk, 4 = coord ped during perms
Zero Mode(TS2 only)	0	0=start of main street, 1=end of main street, 2=by TOD circuit 144, 3 = first green
(Next/2/3/4/1)		
Repeated Ped Service	0	0=off, 1=on (no coord ped), 2=on (beginning green coord ped), 3=on (coord ped always)
Omit Phase During Repeated Phase	- - - - - - - -	-- = service allowed ; # = service prevented

Coordination Plans (Next/2/3/2)

Coord Plan	Coordination Phases		Cycle Length	Offset Time	Min Cycle Len Dwell Time	Permissive	Service Plan	Max Plan
	Ring 1	Ring 2						
1	2	6	120	70	0	0	0	1
2	2	6	110	70	0	0	0	2
3	2	6	130	71	0	0	0	3
4	2	6	90	35	0	0	0	4
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0	0
26	0	0	0	0	0	0	0	0
27	0	0	0	0	0	0	0	0
28	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0
31	0	0	0	0	0	0	0	0
32	0	0	0	0	0	0	0	0
	0 - 8		0 - 255 sec				0 - 8	

Coordination Plans cont. (Next/2/3/2)

Coord Plan	Use FO for timing	Force Off / Split Times (TS2)								Yield Points / Actuated Times (TS2)	
		1	2	3	4	5	6	7	8	Ring 1	Ring 2
1		38	40	16	26	30	48	16	26	0	38
2		28	40	16	26	30	38	16	26	0	28
3		35	49	20	26	25	59	20	26	0	35
4		30	20	20	20	15	35	20	20	0	0
5		0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0
10		0	0	0	0	0	0	0	0	0	0
11		0	0	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	0
13		0	0	0	0	0	0	0	0	0	0
14		0	0	0	0	0	0	0	0	0	0
15		0	0	0	0	0	0	0	0	0	0
16		0	0	0	0	0	0	0	0	0	0
17		0	0	0	0	0	0	0	0	0	0
18		0	0	0	0	0	0	0	0	0	0
19		0	0	0	0	0	0	0	0	0	0
20		0	0	0	0	0	0	0	0	0	0
21		0	0	0	0	0	0	0	0	0	0
22		0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0
	0 - 255 sec * = force offs and yield points										

Circuit Mapping (Next/2/3/3)

Circuit Map	Coord Plan	Time Clock Circuit							
		1	2	3	4	5	6	7	8
1	1	97	98	100	0	0	0	0	0
2	2	97	98	100	0	0	0	0	0
3	3	97	98	100	0	0	0	0	0
4	4	98	100	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0

coord plan - 0 = free, 1 - 32 = coord plan 1 - 32, 33 = any, 34 none selected
time clock circuits - 0 = not used, or circuits 6 - 199

Dynamic Phase Lengths (Next/2/3/4/4)

Phase ->		1	2	3	4	5	6	7	8	
Back Detector		0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Lane Factor		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 = none, 0.5 - 5.0
Check Out Detector		0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Coord Delta Force Off	Set A	0	0	0	0	0	0	0	0	0 - 255 sec
	Set B	0	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	0	
Free Delta Max	Set A	0	0	0	0	0	0	0	0	
	Set B	0	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	0	

Auto Permissive Min Green (Next/2/3/4/3)

Phase ->	1	2	3	4	5	6	7	8	
Auto Perm Min Green	0	0	0	0	0	0	0	0	0 - 255 sec.

Time of Day Data (Next/2/4/1)

Day Program

	Day Prog	Time	Coord Plan or Circuit	Coord Plan # or Circuit #	Circuit Abbrev	State On/Off
1	1	06:00	Coord Plan	1	CL1	
2	1	09:30	Coord Plan	2	CL2	
3	1	14:30	Coord Plan	3	CL4	
4	1	18:30	Coord Plan	0	None / Coord Plan	
5	2	10:00	Coord Plan	4	CL8	
6	2	17:00	Coord Plan	0	None / Coord Plan	
7	0	00:00	Circuit	0	None / Coord Plan	
8	0	00:00	Circuit	0	None / Coord Plan	
9	0	00:00	Circuit	0	None / Coord Plan	
10	0	00:00	Circuit	0	None / Coord Plan	
11	0	00:00	Circuit	0	None / Coord Plan	
12	0	00:00	Circuit	0	None / Coord Plan	
13	0	00:00	Circuit	0	None / Coord Plan	
14	0	00:00	Circuit	0	None / Coord Plan	
15	0	00:00	Circuit	0	None / Coord Plan	
16	0	00:00	Circuit	0	None / Coord Plan	
17	0	00:00	Circuit	0	None / Coord Plan	
18	0	00:00	Circuit	0	None / Coord Plan	
19	0	00:00	Circuit	0	None / Coord Plan	
20	0	00:00	Circuit	0	None / Coord Plan	
21	0	00:00	Circuit	0	None / Coord Plan	
22	0	00:00	Circuit	0	None / Coord Plan	
23	0	00:00	Circuit	0	None / Coord Plan	
24	0	00:00	Circuit	0	None / Coord Plan	
25	0	00:00	Circuit	0	None / Coord Plan	
26	0	00:00	Circuit	0	None / Coord Plan	
27	0	00:00	Circuit	0	None / Coord Plan	
28	0	00:00	Circuit	0	None / Coord Plan	
29	0	00:00	Circuit	0	None / Coord Plan	
30	0	00:00	Circuit	0	None / Coord Plan	
31	0	00:00	Circuit	0	None / Coord Plan	
32	0	00:00	Circuit	0	None / Coord Plan	
33	0	00:00	Circuit	0	None / Coord Plan	
34	0	00:00	Circuit	0	None / Coord Plan	
35	0	00:00	Circuit	0	None / Coord Plan	
36	0	00:00	Circuit	0	None / Coord Plan	
37	0	00:00	Circuit	0	None / Coord Plan	
38	0	00:00	Circuit	0	None / Coord Plan	
39	0	00:00	Circuit	0	None / Coord Plan	
40	0	00:00	Circuit	0	None / Coord Plan	
	1 - 15	hh:mm	X = On = Coord Plan	coord plan 0 - 32 or circuit 1-199		X = On

WEEK PROGRAM (Next/2/4/2)

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	1	1	1	1	1	2
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

0 = none, 1 - 15 = day plan

EXCEPTION DAYS (Next/2/4/6)

	Week of Month	Month	Day of Month	Day of Week	Day Prog
1	0	0	0		0
2	0	0	0		0
3	0	0	0		0
4	0	0	0		0
5	0	0	0		0
6	0	0	0		0
7	0	0	0		0
8	0	0	0		0
9	0	0	0		0
10	0	0	0		0
11	0	0	0		0
12	0	0	0		0
13	0	0	0		0
14	0	0	0		0
15	0	0	0		0
16	0	0	0		0
17	0	0	0		0
18	0	0	0		0
19	0	0	0		0
20	0	0	0		0
21	0	0	0		0
22	0	0	0		0
23	0	0	0		0
24	0	0	0		0
25	0	0	0		0
26	0	0	0		0
27	0	0	0		0
28	0	0	0		0
29	0	0	0		0
30	0	0	0		0
31	0	0	0		0
32	0	0	0		0
33	0	0	0		0
34	0	0	0		0
35	0	0	0		0
	0 - 5	0 - 12	1 - 31	1 - 7	0 - 15

Time Clock References (Next/2/4/5)

Synch reference Mode	0	0 = timed, 1 = by event
Synch Reference Time	00:00	00:00 - 23:59
Daylight Saving Enable	Off	X = On
Reset Time	00:00	00:00 - 23:59

Time Zone Offset (Next/2/4/8)

Time Zone	Not Loaded	0

-43200 - 43200: EST -18000; CST -21600; MST -25200; PST -28800

YEAR PROGRAM (Next/2/4/3)

From Date	To Date	Week Program
12/29/2019	01/02/2021	1
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
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00/00/0000	00/00/0000	0

New Years Day - Date - January 1st

Martin Luther King Day - DOW WOM - 3rd Monday of January

President's Day - DOW WOM - 3rd Monday February

Memorial Day - DOW WOM - Last Monday May

Four of July - Date - July 4th

Labor Day - DOW WOM - 1st Monday September

Columbus Day - DOW WOM - 2nd Monday October

Vetern's Day - Date - November 11th

Thankgiving - DOW WOM - 4th Thursday November

Christmas - Date - December 25th

CIRCUIT OVERRIDES 1 - 100 (Next/2/4/4)

1 - Coord Line 1	CL1	2 = TOD	51 - Ped Omit 3	PO3	2 = TOD
2 - Coord Line 2	CL2	2 = TOD	52 - Ped Omit 4	PO4	2 = TOD
3 - Coord Line 4	CL4	2 = TOD	53 - Ped Omit 5	PO5	2 = TOD
4 - Coord Line 8	CL8	2 = TOD	54 - Ped Omit 6	PO6	2 = TOD
5 - Coord Line 16	C16	2 = TOD	55 - Ped Omit 7	PO7	2 = TOD
6 - Coordinated Operation	CRD	2 = TOD	56 - Ped Omit 8	PO8	2 = TOD
7 - Soft Flash	SFL	2 = TOD	57 - Conditonal Service	CVS	2 = TOD
8 - Enable System Relays	ESR	2 = TOD	58 - Inhibit Simultaneous Gap Out	ISG	1 = On
9 - Call to Non Actuated Ring 1	CN1	2 = TOD	59 - Inhibit Hardwire	HWI	2 = TOD
10 -Call to Non Actuated Ring 2	CN2	2 = TOD	60 - Ped Override Mode	POM	1 = On
11 - Walk Rest Modifier	WRM	2 = TOD	61 - Dual Entry	DLE	1 = On
12 - Min Recall	MIN	2 = TOD	62 - Exclusive Ped	EPD	2 = TOD
13 - Max 2 Both Rings	MX2	2 = TOD	63 - Call to Time Clock Mode	CTC	2 = TOD
14 - Coord Inhibit Max Ring 1,2	IMT	2 = TOD	64 - Dual Enhanced Ped	DEP	2 = TOD
15 - Enable Service Log	ESL	2 = TOD	65 - Service Plan 1	SP1	2 = TOD
16 - Call to Free	CTF	2 = TOD	66 - Service Plan 2	SP2	2 = TOD
17 - TOD Output 1	TO1	2 = TOD	67 - Service Plan 3	SP3	2 = TOD
18 - TOD Output 2	TO2	2 = TOD	68 - Service Plan 4	SP4	2 = TOD
19 - TOD Output 3	TO3	2 = TOD	69 - Service Plan 5	SP5	2 = TOD
20 - TOD Output 4	TO4	2 = TOD	70 - Service Plan 6	SP6	2 = TOD
21 - TOD Output 5	TO5	2 = TOD	71 - Service Plan 7	SP7	2 = TOD
22 - TOD Output 6	TO6	2 = TOD	72 - Service Plan 8	SP8	2 = TOD
23 - TOD Output 7	TO7	2 = TOD	73 - Max Plan 1	MP1	2 = TOD
24 - TOD Output 8	TO8	2 = TOD	74 - Max Plan 2	MP2	2 = TOD
25 - Vehicle Call Phase 1	VC1	2 = TOD	75 - Max Plan 3	MP3	2 = TOD
26 - Vehicle Call Phase 2	VC2	2 = TOD	76 - Max Plan 4	MP4	2 = TOD
27 - Vehicle Call Phase 3	VC3	2 = TOD	77 - Max Plan 5	MP5	2 = TOD
28 - Vehicle Call Phase 4	VC4	2 = TOD	78 - Max Plan 6	MP6	2 = TOD
29 - Vehicle Call Phase 5	VC5	2 = TOD	79 - Max Plan 7	MP7	2 = TOD
30 - Vehicle Call Phase 6	VC6	2 = TOD	80 - Max Plan 8	MP8	2 = TOD
31 - Vehicle Call Phase 7	VC7	2 = TOD	81 - Transit Priority Max Group 1	TG1	2 = TOD
32 - Vehicle Call Phase 8	VC8	2 = TOD	82 - Transit Priority Max Group 2	TG2	2 = TOD
33 - Ped Call Phase 1	PC1	2 = TOD	83 - Transit Priority Max Group 3	TG3	2 = TOD
34 - Ped Call Phase 2	PC2	2 = TOD	84 - Transit Priority Max Group 4	TG4	2 = TOD
35 - Ped Call Phase 3	PC3	2 = TOD	85 - Transit Priority Max Group 5	TG5	2 = TOD
36 - Ped Call Phase 4	PC4	2 = TOD	86 - Transit Priority Max Group 6	TG6	2 = TOD
37 - Ped Call Phase 5	PC5	2 = TOD	87 - Transit Priority Max Group 7	TG7	2 = TOD
38 - Ped Call Phase 6	PC6	2 = TOD	88 - Transit Priority Max Group 8	TG8	2 = TOD
39 - Ped Call Phase 7	PC7	2 = TOD	89 - Inhibit Gap Reducing 1	GR1	2 = TOD
40 - Ped Call Phase 8	PC8	2 = TOD	90 - Inhibit Gap Reducing 2	GR2	2 = TOD
41 - Phase Omit 1	VO1	2 = TOD	91 - Inhibit Gap Reducing 3	GR3	2 = TOD
42 - Phase Omit 2	VO2	2 = TOD	92 - Inhibit Gap Reducing 4	GR4	2 = TOD
43 - Phase Omit 3	VO3	2 = TOD	93 - Inhibit Gap Reducing 5	GR5	2 = TOD
44 - Phase Omit 4	VO4	2 = TOD	94 - Inhibit Gap Reducing 6	GR6	2 = TOD
45 - Phase Omit 5	VO5	2 = TOD	95 - Inhibit Gap Reducing 7	GR7	2 = TOD
46 - Phase Omit 6	VO6	2 = TOD	96 - Inhibit Gap Reducing 8	GR8	2 = TOD
47 - Phase Omit 7	VO7	2 = TOD	97 - Lag 1	LG1	2 = TOD
48 - Phase Omit 8	VO8	2 = TOD	98 - Lag 3	LG3	2 = TOD
49 - Ped Omit 1	PO1	2 = TOD	99 - Lag 5	LG5	2 = TOD
50 - Ped Omit 2	PO2	2 = TOD	100 - Lag 7	LG8	2 = TOD

CIRCUIT OVERRIDES 101 - 200 (Next/2/4/4)

101 - Inhibit Overlap A	OLA	2 = TOD
102 - Inhibit Overlap B	OLB	2 = TOD
103 - Inhibit Overlap C	OLC	2 = TOD
104 - Inhibit Overlap D	OLD	2 = TOD
105 - Enable Schedule A Phone 1	AT1	2 = TOD
106 - Enable Schedule A Phone 2	AT2	2 = TOD
107 - Enable Schedule B Phone 1	BT1	2 = TOD
108 - Enable Schedule B Phone 2	BT2	2 = TOD
109 - Enable Schedule C Phone 1	CT1	2 = TOD
110 - Enable Schedule C Phone 2	CT2	2 = TOD
111 - Enable Volume to Call Phone 1	VT1	2 = TOD
112 - Enable Volume to Call Phone 1	VT2	2 = TOD
113 - Enable Volume Logging	EVL	1 = On
114 - Enable MOE Logging	EML	1 = On
115 - Detector Low Threshold Inhibit	DLI	2 = TOD
116 - Detector Continue Presence Inhibit	DPI	2 = TOD
117 - Inhibit Detector Based On Progrmming	IND	2 = TOD
118 - Inhibit Detector Delay	IDD	2 = TOD
119 - Inhibit Conditional Ped	ICP	2 = TOD
120 - Inhibit Transit Priority	ITP	2 = TOD
121 - Red Rest Ring 1,2	RRM	2 = TOD
122 - Enable Transcend	TRA	2 = TOD
123 - Omit Red Clear Ring 1,2	ORC	2 = TOD
124 - Enable Classification Logging	CLE	2 = TOD
125 - Ped Recycle Ring 1,2	PCY	2 = TOD
126 - Not Used"	N/U	2 = TOD
127 - Enable MOE Log to Call Phone 1	MT1	2 = TOD
128 - Enable MOE Log to Call Phone 2	MT2	2 = TOD
129 - Transit Inhibit Short Time 1	IS1	2 = TOD
130 - Transit Inhibit Short Time 2	IS2	2 = TOD
131 - Transit Inhibit Short Time 3	IS3	2 = TOD
132 - Transit Inhibit Short Time 4	IS4	2 = TOD
133 - Transit Inhibit Short Time 5	IS5	2 = TOD
134 - Transit Inhibit Short Time 6	IS6	2 = TOD
135 - Transit Inhibit Short Time 7	IS7	2 = TOD
136 - Transit Inhibit Short Time 8	IS8	2 = TOD
137 - Enable Transit Priority Logging	ETL	2 = TOD
138 - Disable Flashing Yellow Arrow 1	DF1	2 = TOD
139 - Disable Flashing Yellow Arrow 3	DF3	2 = TOD
140 - Disable Flashing Yellow Arrow 5	DF5	2 = TOD
141 - Disable Flashing Yellow Arrow 7	DF7	2 = TOD
142 - Disable Auto Max	DAM	2 = TOD
143 - Disable Repeated Phase Service	DRS	2 = TOD
144 - End of Main Street	EMS	2 = TOD
145 - Coord Hold 1	HD1	2 = TOD
146 - Coord Hold 2	HD2	2 = TOD
147 - Coord Hold 3	HD3	2 = TOD
148 - Coord Hold 4	HD4	2 = TOD
149 - Coord Hold 5	HD5	2 = TOD
150 - Coord Hold 6	HD6	2 = TOD

151 - Coord Hold 7	HD7	2 = TOD
152 - Coord Hold 8	HD8	2 = TOD
153 - PE Priority Return B	PRB	2 = TOD
154 - PE Priority Return C	PRC	2 = TOD
155 - PE Priority Return D	PRD	2 = TOD
156 - PE Priority Return E	PRE	2 = TOD
157 - Platoon Inbound	PPI	2 = TOD
158 - Platoon Outbound	PPO	2 = TOD
159 - Platoon Spl 2	PS2	2 = TOD
160 - Coord Walk Rest	CWR	2 = TOD
161 - Dynamic Phase Length Short Inhibit 1	SL1	2 = TOD
162 - Dynamic Phase Length Short Inhibit 2	SL2	2 = TOD
163 - Dynamic Phase Length Short Inhibit 3	SL3	2 = TOD
164 - Dynamic Phase Length Short Inhibit 4	SL4	2 = TOD
165 - Dynamic Phase Length Short Inhibit 5	SL5	2 = TOD
166 - Dynamic Phase Length Short Inhibit 6	SL6	2 = TOD
167 - Dynamic Phase Length Short Inhibit 7	SL7	2 = TOD
168 - Dynamic Phase Length Short Inhibit 8	SL8	2 = TOD
169 - Coord Late Left Turn 1	CT1	2 = TOD
170 - Coord Late Left Turn 3	CT3	2 = TOD
171 - Coord Late Left Turn 5	CT5	2 = TOD
172 - Coord Late Left Turn 7	CT7	2 = TOD
173 - Dynamic Phase Length Enable A	DPA	2 = TOD
174 - Dynamic Phase Length Enable B	DPB	2 = TOD
175 - Dynamic Phase Length Enable C	DPC	2 = TOD
176 - Dynamic Phase Length Enable D	DPD	2 = TOD
177 - Proactive Plan Select Average	PSA	2 = TOD
178 - Proactive Plan Select Inbound	PSI	2 = TOD
179 - Proactive Plan Select Outbound	PSO	2 = TOD
180 - Split Variant Inbound	SVI	2 = TOD
181 - Split Variant Outbound	SVO	2 = TOD
182 - Disable Coord Walk Rest Ring 1	WR1	2 = TOD
183 - Disable Coord Walk Rest Ring 2	WR2	2 = TOD
184 - Proactive Plan Select New Look	NLK	2 = TOD
185 - Disable Red Clearance Extension	DRX	2 = TOD
186 - Detector Plan Line 1	DL1	2 = TOD
187 - Detector Plan Line 2	DL2	2 = TOD
188 - Disable LRT 1 Vertical Flashing Bar	DV1	2 = TOD
189 - Disable LRT 2 Vertical Flashing Bar	DV2	2 = TOD
190 - Disable LRT 3 Vertical Flashing Bar	DV3	2 = TOD
191 - Disable LRT 4 Vertical Flashing Bar	DV4	2 = TOD
192 - Datakey Enable	DKE	1 = On
193 - Dynamic Phase Reversal Enable 1	DR1	2 = TOD
194 - Dynamic Phase Reversal Enable 3	DR3	2 = TOD
195 - Dynamic Phase Reversal Enable 5	DR5	2 = TOD
196 - Dynamic Phase Reversal Enable 7	DR7	2 = TOD
197 - Enable Coordination Log	ECL	1 = On
198 - Disable Gap For FYLTA	DGF	2 = TOD
199 - Coordination Auto Walk	CAW	2 = TOD
200 - Enable Coordinated Auto Max	ECM	2 = TOD

PREEMPTION SEQUENCE 1 - 4 (Next/2/5)

Seq	Interval	Instruction	Phases Serviced	Interval Time	Hold On Input	Output On	Output Mode
1	1	197	- 2 - - 5 - - -	0	On	- - - - - - - -	0
	2	98	- - - - - - - -	0	Off	- - - - - - - -	0
	3	0	- - - - - - - -	0	Off	- - - - - - - -	0
	4	0	- - - - - - - -	0	Off	- - - - - - - -	0
	5	0	- - - - - - - -	0	Off	- - - - - - - -	0
	6	0	- - - - - - - -	0	Off	- - - - - - - -	0
	7	0	- - - - - - - -	0	Off	- - - - - - - -	0
	8	0	- - - - - - - -	0	Off	- - - - - - - -	0
	9	0	- - - - - - - -	0	Off	- - - - - - - -	0
	10	0	- - - - - - - -	0	Off	- - - - - - - -	0
2	1	197	- - - 4 - - 7 -	0	On	- - - - - - - -	0
	2	98	- - - - - - - -	0	Off	- - - - - - - -	0
	3	0	- - - - - - - -	0	Off	- - - - - - - -	0
	4	0	- - - - - - - -	0	Off	- - - - - - - -	0
	5	0	- - - - - - - -	0	Off	- - - - - - - -	0
	6	0	- - - - - - - -	0	Off	- - - - - - - -	0
	7	0	- - - - - - - -	0	Off	- - - - - - - -	0
	8	0	- - - - - - - -	0	Off	- - - - - - - -	0
	9	0	- - - - - - - -	0	Off	- - - - - - - -	0
	10	0	- - - - - - - -	0	Off	- - - - - - - -	0
3	1	197	1 - - - - 6 - -	0	On	- - - - - - - -	0
	2	98	- - - - - - - -	0	Off	- - - - - - - -	0
	3	0	- - - - - - - -	0	Off	- - - - - - - -	0
	4	0	- - - - - - - -	0	Off	- - - - - - - -	0
	5	0	- - - - - - - -	0	Off	- - - - - - - -	0
	6	0	- - - - - - - -	0	Off	- - - - - - - -	0
	7	0	- - - - - - - -	0	Off	- - - - - - - -	0
	8	0	- - - - - - - -	0	Off	- - - - - - - -	0
	9	0	- - - - - - - -	0	Off	- - - - - - - -	0
	10	0	- - - - - - - -	0	Off	- - - - - - - -	0
4	1	197	- - 3 - - - - 8	0	On	- - - - - - - -	0
	2	98	- - - - - - - -	0	Off	- - - - - - - -	0
	3	0	- - - - - - - -	0	Off	- - - - - - - -	0
	4	0	- - - - - - - -	0	Off	- - - - - - - -	0
	5	0	- - - - - - - -	0	Off	- - - - - - - -	0
	6	0	- - - - - - - -	0	Off	- - - - - - - -	0
	7	0	- - - - - - - -	0	Off	- - - - - - - -	0
	8	0	- - - - - - - -	0	Off	- - - - - - - -	0
	9	0	- - - - - - - -	0	Off	- - - - - - - -	0
	10	0	- - - - - - - -	0	Off	- - - - - - - -	0

Instructions -
0 = service phases defined in phases location
1-9 = use special intervals 1-9
10 = preempt sequence allows fylta
11 = preempt interval disables fylta
15 = alternate trap protection
90 = go to all red
91 = turn cvm off
92 = turn cvm on
93 = enable ped service and phases defined in phases location
94 = disable ped service
96 = enable coordination w/peds
97 = enable coordination w/o peds
98 = return with no calls
99 = return with ped calls and phases defined in phases location
100 = jump to step defined in time location and input has to be active for jump
101 = use time as resetable gap timer and service phases defined in phases location
196 = coordination sync w/peds
197 = coordination sync w/o peds
200 = lrt phase service w/o peds
201 = lrt phase service w/peds
202 = priority return-queue/delay
216 = lrt coordination sync w/peds
217 = lrt coordination sync w/o peds

Phases Serviced - phases 1 - 8

Interval Time - 0 - 255 sec or interval 1 - 10

Hold on Input:
0 = Do not hold
1 = Hold
2 = Ped Service to Rest in Walk

Outputs On - output 1 - 8

Output Modes -
0 = all steady on
1 = all flash together
2 = odd flashes WIG, even flashes WAG
3 = 1 - 4 steady on, 5 - 8 all flash together

SEQUENCE TIMING (Next/2/5/0)

	Sequence	1	2	3	4	5	6	7	8	
	Input Memory									X = on
	Input Priority	6	6	6	6	0	0	0	0	0 = lowest, - 8 = highest
Entry (Transition) Parameters	Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec 0.0 would time the normal function time
	Walk	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	
	Ped Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Overlap Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Overlap Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Delay to Preempt	0	0	0	0	0	0	0	0	0 - 255 sec
	Delay Ped Omit	0	0	0	0	0	0	0	0	
	Delay Phase Omit	0	0	0	0	0	0	0	0	
	Min Reservice	0	0	0	0	0	0	0	0	0 - 255 min
Overlap Inhibits	A									X = on
	B									
	C									
	D									
Exit Parameters	Exit to Coord Plan Offset by X	0	0	0	0	0	0	0	0	0 - 20
	Exit Coord Plan Time	0	0	0	0	0	0	0	0	0 - 60 min
	Exit to Max Plan	0	0	0	0	0	0	0	0	0 - 8
	Exit Free Time	0	0	0	0	0	0	0	0	0 - 60 min
	Override Time	0	0	0	0	0	0	0	0	
	Fail Time	0	0	0	0	0	0	0	0	
	Exit Mode Time	0	0	0	0	0	0	0	0	

PRIORITY RETURN AND SPECIAL INTERVALS (Next/2/5/0/6, Next/2/5/9)

	Phase / Overlap	1	2	3	4	5	6	7	8	A	B	C	D	
Priority Return	Enable	Off	0 = disabled; 1 = enabled; 2 = enabled and skip preempt phase on exit											
	A (max)	0	0	0	0	0	0	0	0	0 - 100% of currently used max				
	B (max)	0	0	0	0	0	0	0	0					
	C (max)	0	0	0	0	0	0	0	0					
	D (max)	0	0	0	0	0	0	0	0					
	E (max)	0	0	0	0	0	0	0	0					
	Ped Clear	0	0	0	0	0	0	0	0	0 - 100% of currently used ped clearance				
Queue Delay Recovery		0	0	0	0	0	0	0	0	0 - 255 sec				
Special Intervals	1	0	0	0	0	0	0	0	0	0	0	0	0	0 = Dark 1 = green don't walk 2 = green walk 3 = green flashing don't walk 4 = yellow 5 = red 6 = flashing yellow WIG 7 = flashing yellow WAG 8 = flashing red WIG 9 = flashing red WAG 10 = walk only 11=flashing don't walk only
	2	0	0	0	0	0	0	0	0	0	0	0	0	
	3	0	0	0	0	0	0	0	0	0	0	0	0	
	4	0	0	0	0	0	0	0	0	0	0	0	0	
	5	0	0	0	0	0	0	0	0	0	0	0	0	
	6	0	0	0	0	0	0	0	0	0	0	0	0	
	7	0	0	0	0	0	0	0	0	0	0	0	0	
	8	0	0	0	0	0	0	0	0	0	0	0	0	
	9	0	0	0	0	0	0	0	0	0	0	0	0	

LIGHT RAIL TRAIN (Next/2/5/0/7)

Light Rail Train	1	2	3	4	
Associated Preempt	0	0	0	0	0 = none, preempt 1 - 8
Time to Green	0	0	0	0	0 - 255 sec
Horizontal Bar Flash Time	0.0	0.0	0.0	0.0	
Vertical Bar Flash Time	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
Min Duration	0	0	0	0	0 - 255 sec

COMMUNICATION DATA (Next/2/6)

1st Central Phone Number		2nd Central Phone Number	

Modem Setup String	
Intersection Name	2B1, OR 213 at Molalla Ave
Central Port	6 = UDP/AB3418/C14S
System Mode	0
System Port	0

System ID	0
Local ID	0

AB3418 Physical Address	1
AB3418 Group Address	0

Serial Port Parameters	Baud Rates	Flow
Port1 (Slot A2 Upper)	0 = 1200	1
Port2 (Slot A2 Lower)	0 = 1200	1
Port3 (Slot A1 Upper)	0 = 1200	0
Port4 (Slot A1 :pwer pr C50S)	2 = 9600	Not Used

Ethernet Parameters 1, 2		
IP Address	10.11.17.210	.....
Gateway Address	10.11.17.209	.....
Subnet Mask	255.255.252.240	0 . 0 . 0 . 0
IP Port	25000	0

0 = 1200, 1 = 2400, 2 = 9600, 3 = 19200 baud

COMMUNICATION REPORTS (Next/2/6/6, Next/2/6/7)

Volume Log Period	15	0 - 255 seconds or see below	MOE Log Period	15	See below
Volume OCC Period	15	0 - 255 seconds			

0 = disabled, 1,2,3,4,5,6,10,12,15,20,30,60 minutes

Alarm 1	0	0 = none 1 = schedule A 2 = schedule B 3 = schedule C 4 = schedule R	Soft Flash	1	0 = none 1 = schedule A 2 = schedule B 3 = schedule C 4 = schedule R
Alarm 2	0		Manual Control Enable (MCE)	4	
Alarm 3	0		Emergency or Railroad Preempt	1	
Alarm 4	0		Light Rail Train (LRG)	0	
Alarm 5	0		Cycle Failure	2	
Not Used			Coordination Failure	2	
Not Used			Keyboard use /Data Changed	3	
Not Used			Coord Running / Free	2	
Power On / Off	1		Cabinet Door	3	
Checksum Failure	4		Extended Ped Pushbuton	2	
Video / Detector Failure	4		Monitor Status	4	
Master to Local Comm Lost	0		Red Extension	2	

Miscellaneous Data

TRANSIT PRIORITY (Next/2/7)									
	1	2	3	4	5	6	7	8	
Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	Phases 1 - 8 (max of 2 compatible phases)
PE Enable (6.25Hz TP call on PE)	X	X	X	X	X	X	X	X	X = 6.25 Hz signal will activate TP
Priority	0	0	0	0	0	0	0	0	0 - 8, 8 = highest
Memory									X = on
Delay Time	0	0	0	0	0	0	0	0	0 - 255 sec
Minimum Reservice Time (per input)	0	0	0	0	0	0	0	0	0 - 255 min
Override Time	0	0	0	0	0	0	0	0	0 - 255 sec
Bus Extend	0	0	0	0	0	0	0	0	0 - 255 min
Minimum Reservice Time (all inputs)	0	0 - 255 min							
Free Operation Mode	0	0 = use shortest of max 1 or 2, 1 - 8 = use max time of group 1 - 8, 9 = use time of day circuit							

TRANSIT PRIORITY ALTERNATE FORCE OFF PLANS (Next/2/7/6)									
Current Coord Plan	1	2	3	4	5	6	7	8	0 = none 17 - 32 = coord plan 17 - 32
Alternate TP Force Off Plan	0	0	0	0	0	0	0	0	
Current Coord Plan	9	10	11	12	13	14	15	16	
Alternate TP Force Off Plan	0	0	0	0	0	0	0	0	

GROUP TIMING (Next/2/7/5)										
	Phase -->	1	2	3	4	5	6	7	8	
Group 1	Max Times	0	0	0	0	0	0	0	0	0 - 255 sec 0 would time the normal function time
	Walk Times	0	0	0	0	0	0	0	0	
Group 2	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 3	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 4	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 5	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 6	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 7	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 8	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	

TRUCK PRIORITY (Next/2/7/9)									
Truck Priority -->	1	2	3	4	5	6	7	8	
Associated Transit Priority	0	0	0	0	0	0	0	0	0 = none 1 - 8 = transit priority 1 - 8
Leading Detector	0	0	0	0	0	0	0	0	0 = none, 1 - 32 = detector 1 - 32
Trailling Detector	0	0	0	0	0	0	0	0	
Stop Bar Distance	0	0	0	0	0	0	0	0	0 - 999 feet
Trap Distance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 99.9 feet
Minimum Speed	0	0	0	0	0	0	0	0	0 - 100 mph
Minimum Length	0	0	0	0	0	0	0	0	0 - 255 feet
Minimum Log Speed (mph)	0	0	0	0	0	0	0	0	
Minimum Log Length (feet)	0	0	0	0	0	0	0	0	
Downhill Grade (%)	0	0	0	0	0	0	0	0	0 - 20%
Uphill Grade (%)	0	0	0	0	0	0	0	0	
Undersized Vehicle									X = Enabled

CONTROLLER ID

Manufacturer ID	NORTHWEST SIGNAL
Model ID	Voyage-0 v05.03.04
Protocol Revision ID	AB3418E V1

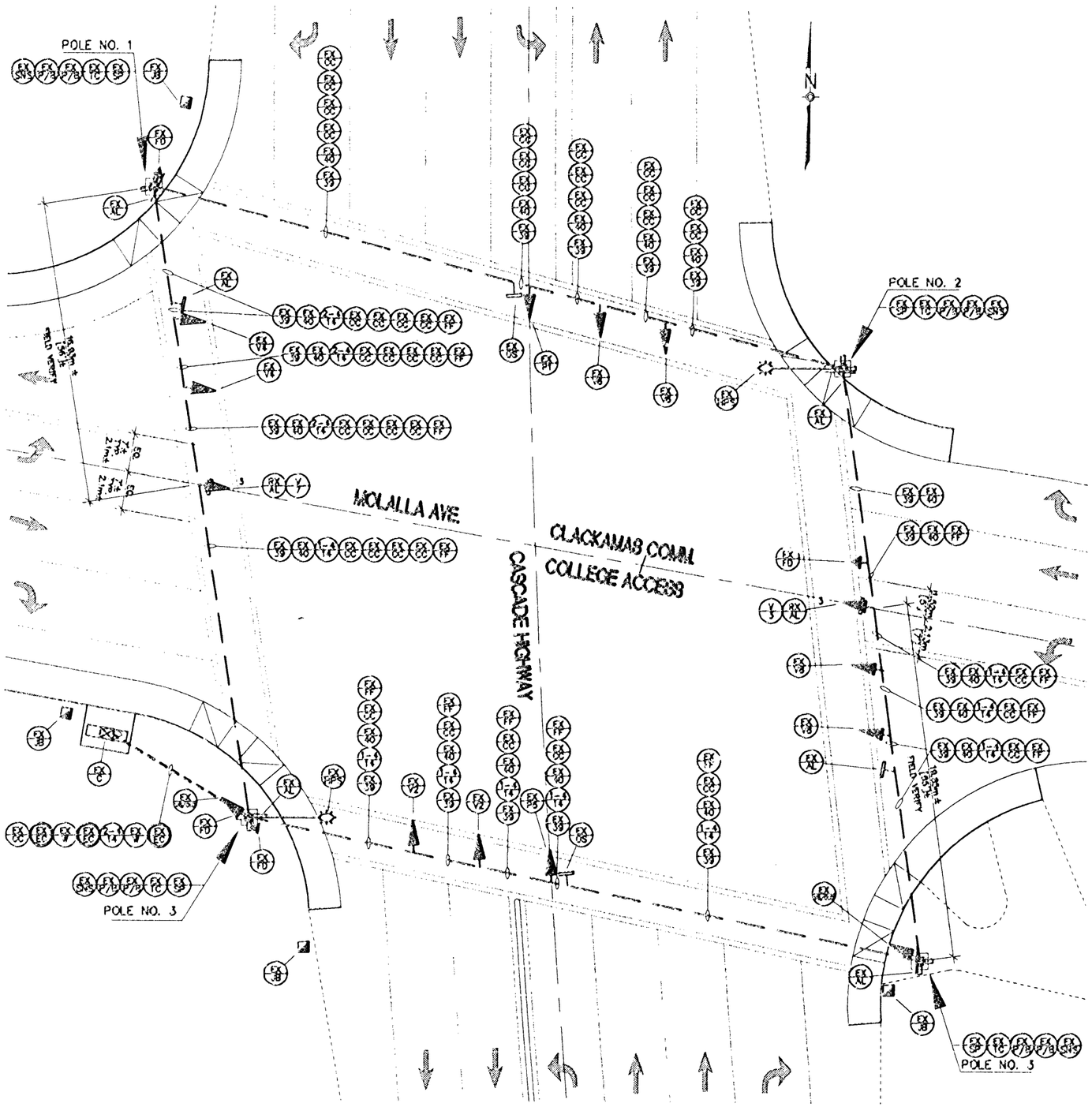
12937

SIGNAL MODIFICATION PLAN
OREGON CITY BYPASS AT CLACKAMAS COMMUNITY COLLEGE ACCESS
METRIC / ENGLISH

METRIC

GRAPHIC SCALE

(IN METERS)

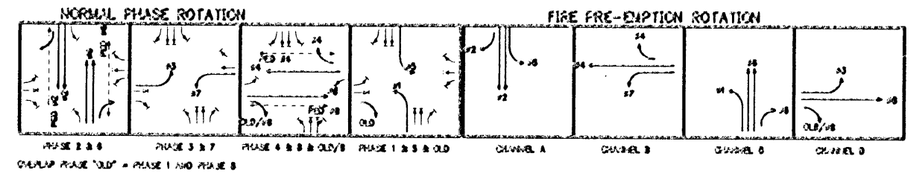


LEGEND

- Retain and protect existing model 170 controller and model 332 cabinet
- Retain and protect existing traffic signal strain pole
- Retain and protect existing phase (Ph) vehicle signal
- Retain and protect existing phase (Ph) programmed vehicle signal
- Retain and protect existing pedestrian signal, push-button and instructions
- Retain and protect existing interior illuminated sign
- Retain and protect existing aluminum sign
- Retain and protect existing street name sign
- Retain and protect existing terminal cabinet
- Retain and protect existing service cabinet
- Retain and protect existing meter base
- Retain and protect existing junction box
- Retain and protect existing wiring
- Retain and protect existing control cables
- Retain and protect existing messenger cable
- Retain and protect existing tether cable
- Retain and protect existing electrical conduit
- Retain and protect existing fire pre-emption detector unit
- Retain and protect existing n/f , secure sodium luminaire
- Remove existing aluminum sign
- Install phase (Ph) vehicle signal with LED's
- Install (X) control cable with (M) AWG No. (S# conductors

S = 305mm BLTA, 305mm BLTA, 305mm BLTA
Ph = Phase shown
X = Number of cables shown
M = Number shown
S# = AWG size shown

NORMAL PHASE ROTATION



GROUP PHASE "OLD" = PHASE 1 AND PHASE 5

FIRE PRE-EMPTION ROTATION

GROUP

MACKENZIE

REGISTERED PROFESSIONAL ENGINEER
BRIAN ALLEN FREEMAN
OREGON
MARCH 18, 2003
EXPIRES: 12/31/03

3/26/03

DESIGNED BY: R. BOETTCHER
CHECKED BY: B. FREEMAN
DRAWN BY: R. BOETTCHER

TRAFFIC SIGNAL INSTALLATION
OREGON CITY BYPASS AT CLACKAMAS COMMUNITY COLLEGE ACCESS
CASCADE HIGHWAY SOUTH
CLACKAMAS COUNTY

DATE: 7-24-02
ACCOMPANIED BY DWGS: –

TS-1

T.E. DWG. No. 12937

RECORD DRAWING 3-10-03

MEI JOB NO. 20101144.03

Intersection Name: OR213 @ Meyers Rd
Controller 122002.3 Channel: 210 Drop: 16
System: TransCore TransSuite TCS
Controller Type: Voyage
Revision - Version -
TransCore Unified Controller Manager 19.4.3

Zero Tables

Dual Entry
DetectorPlans
DetectorFailMonitor
Vehicle Overlaps
PedOverlaps
ADVANCE WARNING
DYNAMIC FYLTA
ServicePlans1 4
ServicePlans5 8
DynamicPhaseLength
PlatoonProgression
ForceOffPercents
DayProgram 41 80
DayProgram 81 120
DayProgram 121 160
DayProgram 161 200
ExceptionDays
TimeClockReferences
PreemptionSequence 5 8
PriorityReturnAndSpecialIntervals
LightRailTrain
IEEE1570
ServiceDelayLog
ServiceDelay Detectors
TransitPriorityAOFP
GroupTiming
TruckPriority
IO Options
170 Inputs
CommandBox 1 96
CommandBox 97 192
CommandBox 193 256
StrategyMapping

Non-Zero Tables

ControllerFunctionTiming
Phase Timing
OtherControllerFunctions
DetectorData
SystemDetector
FYLTA
MaxPlans
CoordinationModes
CoordinationPlans
CoordinationPlansCont
CircuitMapping
DayProgram 1 40
WeekProgram
YearDays
CircuitOverrides 1 100
CircuitOverrides 101 199
CircuitOverrides 201 216
PreemptionSequence 1 4
SequenceTiming
CommData
CommReports
TransitPriority
170 Outputs
CONTROLLER ID

Controller Function and Timing

Security, Sequence and Timing (Next/2/1, Next/2/2/3/A, Next/2/2/5)					
Security Code	0	0 = disabled, or 1000-9999	First All Red	8.0	0.0 to 25.5 seconds
Sequence	7	0 = sequential, 1 = quad left turn, 2-6 = special A-E, 7 = lead lag			
Power up Flash	0.0	0.0 - 25.5 seconds			

Initialization (Next/2/2/5)			Lead Lag (Next/2/2/3/A)			
Ring 1	Ring 2	Interval	Phases 1 - 2	Phases 3 - 4	Phases 5 - 6	Phases 7 - 8
1	0	0	2	2	2	2
Phase 1 - 8		0 = Red, 1 = Yel, 2 = Grn	0 = no reversal, 1 = reversal, 2 = by coord plan or clock			

(Next/2/2/3)	Phase Functions	(Next/2/2/1)	
Phase Used	1 2 - - - 6 - 8	Yellow Lock	- - - - - - - -
Restricted Phases	- - - - - - - -	Min Recall	- 2 - - - 6 - -
Exclusive Phases	- - - - - - - -	Max Recall	- - - - - - - -
		Ped Recall	- - - - - - - -
		Red Lock	- - - - - - - -
		Max Out Recall Inhibit	1 2 3 4 5 6 7 8
		Soft Recall	- - - - - - - -
		Free Walk Rest	- - - - - - - -
		Conditional Ped	- - - - - - - -
		Disable Inhibit Max Termination	- - - - - - - -
		Call To Non-Act 1	- - - - - - - -
		Call To Non-Act 2	- - - - - - - -

Phase Times (Next/2/2/2)									
Phase	1	2	3	4	5	6	7	8	
Movement	NB to	SB				NB		EB	
Minimum Green	4	10	0	0	0	10	0	6	0 - 255 sec.
Passage	2.3	4.5	0.0	0.0	0.0	4.5	0.0	2.3	0.0 - 25.5 sec.
Yellow	3.5	5.0	0.0	0.0	0.0	5.0	0.0	4.0	0.0 - 25.5 sec.
Red Clearance	0.5	1.0	0.0	0.0	0.0	1.0	0.0	0.5	0.0 - 25.5 sec. or 0 - 255 sec.
Max 1	20	50	0	0	0	50	0	20	0 - 255 sec.
Max 2	20	50	0	0	0	50	0	20	0 - 255 sec.
Walk	0	8	0	0	0	0	0	8	0 - 255 sec.
Ped Clear	0	19	0	0	0	0	0	21	0 - 255 sec.
Seconds Per Actuation	0.0	1.2	0.0	0.0	0.0	1.2	0.0	0.0	0.0 - 25.5 sec.
Time Before Reduction	8	10	0	0	0	10	0	8	0 - 255 sec.
Time to Reduce	3	10	0	0	0	10	0	3	0 - 255 sec.
Minimum Gap	0.5	2.5	0.0	0.0	0.0	2.5	0.0	0.5	0.0 - 25.5 sec.
Max Variable Initial	4	17	0	0	0	17	0	6	0 - 255 sec.
Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec.
Advanced walk	0	0	0	0	0	0	0	0	0 - 255 sec.

Phase Times (Next/2/2/9/5)									
Inhibit Min Yellow									X = On
Red Decimal Off									X = On

Dual Entry (Next/2/2/9/3)

Mode	0	0 = off, 1 = on, 2 = Not Used, 3 = by coord plan, 4 = by time clock circuit 61

Dual Entry Ph -->	1	2	3	4	5	6	7	8	
Phase	0	0	0	0	0	0	0	0	0 = none, 1-8 = phase 1-8

Cond Service (Next/2/2/9/3/A)			5 Sec Head Logic (Next/2/2/9/4)						
	Mode	CS Max Time	X Omits Y		Anti-Trap			Yellow Blanking LT	
Phase 1	0	0	X:Y		Trap Protected Phase		Next Phase	Phase	
Phase 3	0	0	6:1	0	1	0	< (5)	1	0
Phase 5	0	0	8:3	0	3	0	< (7)	3	0
Phase 7	0	0	2:5	0	5	0	< (1)	5	0
0 = off, 1 = C.S.On. 2 = C.S. on by TOD circuit 57, 3 = N/A, 4 = C.S. and C.R. On, 5 = C.R. on by TOD circuit 57.			4:7	0	7	0	< (3)	7	0
			0 = off, 1 = side call, 2 = no side call		X = On				

Other Controller Functions (Next/2/2/9/1, Next/2/2/9/5)

Inhibit Simultaneous Gap Out	1 - 3 4 5 - 7 8	
Last Car Passage	2	0 = recall phase, 1 = last car passage, 2 = NOT recall - Not last car passage
Red Revert (+2seconds)	0.0	0 - 25.5 sec.
Auto Ped Clear	Off	X = On
FDW thru Yellow	Off	X = On
Red Rest Delay	0.0	0 - 25.5 sec.
Change Sequence	Off	X = On (After a download without a power on - off cycle)
Advanced Flash Rate	60 FPM	0 = Disabled (60 FPM), 1 = 120 FPM
Ped Push Button Time	null	0 = Disable, 0 - 5 Seconds

Phase ->	1	2	3	4	5	6	7	8	
Red Clear Extension Detector	0	0	0	0	0	0	0	0	0 = none 1 - 32 = detector 1 - 32
Red Clear Extension Red Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec.

Local Detectors (Next/2/2/4/1)

Detector Data

Detector	Description	Yellow Lock	Detector Inhibit	Call Phase	Extend Phase	Switch Phase	Delay Time	Stretch / Disconnect Time	Delay or Disconnect Mode
1				1	1	0	0	2.0	0
2				1	1	0	0	0.0	0
3				3	3	0	0	0.0	0
4				3	3	0	0	0.0	0
5				5	5	0	0	0.0	0
6				5	5	0	0	0.0	0
7				7	7	0	0	0.0	0
8				7	7	0	0	0.0	0
9				2	2	0	0	1.0	0
10				2	2	0	0	1.0	0
11				2	2	0	0	0.0	0
12				2	2	0	0	0.0	0
13				2	2	0	0	0.0	0
14				4	4	0	0	0.0	0
15				4	4	0	0	0.0	0
16				4	4	0	0	0.0	0
17				4	4	0	0	0.0	0
18				4	4	0	0	0.0	0
19				6	6	0	0	1.0	0
20				6	6	0	0	0.0	0
21				6	6	0	0	0.0	0
22				6	6	0	0	0.0	0
23				6	6	0	0	0.0	0
24				8	8	0	3	2.0	0
25				8	8	0	0	2.0	0
26				8	8	0	0	0.0	0
27				8	8	0	10	0.0	0
28				8	8	0	0	0.0	0
29				0	0	0	0	0.0	0
30				0	0	0	0	0.0	0
31				0	0	0	0	0.0	0
32				0	0	0	0	0.0	0

yellow lock, detector inhibit, - X = On; call, extend, phase - 0 = none 1 - 8 = phase 1 - 8; delay time - 0 - 255 sec
stretch / disconnect time - 0.0 - 25.5 sec.; delay or disconnect Mode - 0 -12

Local Detectors 33 - 64 (Next/2/2/4/6)

Detector Data

Detector	Description	Yellow Lock	Detector Inhibit	Call Phase	Extend Phase	Switch Phase	Delay Time	Stretch / Disconnect Time	Delay or Disconnect Mode
33		N/A	N/A	0	0	N/A	N/A	N/A	N/A
34		N/A	N/A	0	0	N/A	N/A	N/A	N/A
35		N/A	N/A	0	0	N/A	N/A	N/A	N/A
36		N/A	N/A	0	0	N/A	N/A	N/A	N/A
37		N/A	N/A	0	0	N/A	N/A	N/A	N/A
38		N/A	N/A	0	0	N/A	N/A	N/A	N/A
39		N/A	N/A	0	0	N/A	N/A	N/A	N/A
40		N/A	N/A	0	0	N/A	N/A	N/A	N/A
41		N/A	N/A	0	0	N/A	N/A	N/A	N/A
42		N/A	N/A	0	0	N/A	N/A	N/A	N/A
43		N/A	N/A	0	0	N/A	N/A	N/A	N/A
44		N/A	N/A	0	0	N/A	N/A	N/A	N/A
45		N/A	N/A	0	0	N/A	N/A	N/A	N/A
46		N/A	N/A	0	0	N/A	N/A	N/A	N/A
47		N/A	N/A	0	0	N/A	N/A	N/A	N/A
48		N/A	N/A	0	0	N/A	N/A	N/A	N/A
49		N/A	N/A	0	0	N/A	N/A	N/A	N/A
50		N/A	N/A	0	0	N/A	N/A	N/A	N/A
51		N/A	N/A	0	0	N/A	N/A	N/A	N/A
52		N/A	N/A	0	0	N/A	N/A	N/A	N/A
53		N/A	N/A	0	0	N/A	N/A	N/A	N/A
54		N/A	N/A	0	0	N/A	N/A	N/A	N/A
55		N/A	N/A	0	0	N/A	N/A	N/A	N/A
56		N/A	N/A	0	0	N/A	N/A	N/A	N/A
57		N/A	N/A	0	0	N/A	N/A	N/A	N/A
58		N/A	N/A	0	0	N/A	N/A	N/A	N/A
59		N/A	N/A	0	0	N/A	N/A	N/A	N/A
60		N/A	N/A	0	0	N/A	N/A	N/A	N/A
61		N/A	N/A	0	0	N/A	N/A	N/A	N/A
62		N/A	N/A	0	0	N/A	N/A	N/A	N/A
63		N/A	N/A	0	0	N/A	N/A	N/A	N/A
64		N/A	N/A	0	0	N/A	N/A	N/A	N/A

yellow lock, detector inhibit, - X = On; call, extend, phase - 0 = none 1 - 8 = phase 1 - 8; delay time - 0 - 255 sec
stretch / disconnect time - 0.0 - 25.5 sec.; delay or disconnect Mode - 0 -12

Detector Plans (Next/2/2/4/5)

Loop Number										
Plan Detectors		0	0	0	0	0	0	0	0	0 - 32, 0 = none, 1 - 32 = detectors 1- 32
Detector Plan 1	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extended Phase	0	0	0	0	0	0	0	0	
	Switch Phase	0	0	0	0	0	0	0	0	
	Delay Time	0	0	0	0	0	0	0	0	0 - 255 seconds
	Stretch / Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 seconds
	Delay / Disconnect Mode	0	0	0	0	0	0	0	0	0 - 14
Detector Plan 2	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extended Phase	0	0	0	0	0	0	0	0	
	Switch Phase	0	0	0	0	0	0	0	0	
	Delay Time	0	0	0	0	0	0	0	0	0 - 255 seconds
	Stretch / Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 seconds
	Delay / Disconnect Mode	0	0	0	0	0	0	0	0	0 - 14
Detector Plan 3	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extended Phase	0	0	0	0	0	0	0	0	
	Switch Phase	0	0	0	0	0	0	0	0	
	Delay Time	0	0	0	0	0	0	0	0	0 - 255 seconds
	Stretch / Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 seconds
	Delay / Disconnect Mode	0	0	0	0	0	0	0	0	0 - 14

Detector Fail (Next/2/2/4/3)

Detector Fail Sample Period (all detectors)	0	0 - 255 minutes
Dynamic Phase Length Fail Period	0	0 - 255 minutes

Video Fail Inputs	1	2	3	4	5	6	7	8	0 = none, 1 - 8 = phase 1 - 8
Phase Recalled	0	0	0	0	0	0	0	0	

System Detectors	1	2	3	4	5	6	7	8	0 = none, 1 - 32 = detector 1 - 32
Local Detector	0	0	0	0	0	0	0	0	

Flash (Next/2/2/5)

Flash Entry			Flash Exit		
Ring 1	Ring 2	Interval	Ring 1	Ring 2	Interval
0	0	red	1	0	0
0 = none, phase 1 - 8		0 = red, 1 = yel, 2 = grn	0 = none, phase 1 - 8		0 = red, 1 = yel, 2 = grn

Soft Flash (Next/2/2/5/A)

Phase	1	2	3	4	5	6	7	8
	0	0	0	0	0	0	0	0

Overlap	A	B	C	D	E	F	G	H	I	J	K	L
	0	0	0	0	0	0	0	0	0	0	0	0

0 = dark, 1=flash yel WIG, 2 = flash yel WAG, 3 = flash red WIG, 4 = flash red WAG

Internal Logic Output	1	2	3	4	5	6	7	8	9	10	11	12	0 = normal, 1 = dark, 2 = flash WIG
	0	0	0	0	0	0	0	0	0	0	0	0	

Flashing Yellow Left Turn Arrow (FYLTA) (Next/2/2/8/6)

Phase Pairs ->	1 - 2	3 - 4	5 - 6	7 - 8	
Enable	4	0	0	0	0 = off, 3 = 3 outputs, 4 = 4 outputs, 5 = 5 outputs
Even Omits Odd	0	0	0	0	0 / 1 / 2
Detector Switch Odd / Even	0	0	0	0	X = on, odd phase must be omitted
Red Transition	3.0	0.0	0.0	0.0	0.0 or 2.0 - 25.5 sec.
Red Extension	3.0	0.0	0.0	0.0	0.0 - 25.5 sec.
Return to GLTA	0	0	0	0	0 = off, 1 = max out, 2= yellow lock

Gap Dependent FYLTA					
Detector Input	0	0	0	0	0 = Disabled, 1 - 64 = Local Detector 1 - 64
Minimum Delay	0	0	0	0	0 - 255 seconds
Detector Gap Time	0.0	0.0	0.0	0.0	0 - 25.5 seconds.
Maximum Delay	0	0	0	0	0 - 255 seconds
Not Ped	2	0	0	0	

Dynamic Flashing Yellow Left Turn Arrow

Phase Pairs	**1 - 2**	**3 - 4**	**5 - 6**	**7 - 8**	
[Plan A] Detector Input	0	0	0	0	Detectors 1 - 64; 0 = disabled
Detector Gap Time	0.0	0.0	0.0	0.0	0.0 - 25.5
FYLTA Max Delay	0	0	0	0	0 - 255
FYLTA Min Delay	0	0	0	0	0 - 255
Not Ped Mode	0	0	0	0	0 - 4

[Plan B] Detector Input	0	0	0	0	Detectors 1 - 64; 0 = disabled
Detector Gap Time	0.0	0.0	0.0	0.0	0.0 - 25.5
FYLTA Max Delay	0	0	0	0	0 - 255
FYLTA Min Delay	0	0	0	0	0 - 255
Not Ped Mode	0	0	0	0	0 - 4

[Plan C] Detector Input	0	0	0	0	Detectors 1 - 64; 0 = disabled
Detector Gap Time	0.0	0.0	0.0	0.0	0.0 - 25.5
FYLTA Max Delay	0	0	0	0	0 - 255
FYLTA Min Delay	0	0	0	0	0 - 255
Not Ped Mode	0	0	0	0	0 - 4

[Plan D] Detector Input	0	0	0	0	Detectors 1 - 64; 0 = disabled
Detector Gap Time	0.0	0.0	0.0	0.0	0.0 - 25.5
FYLTA Max Delay	0	0	0	0	0 - 255
FYLTA Min Delay	0	0	0	0	0 - 255
Not Ped Mode	0	0	0	0	0 - 4

Max Plans (Next/2/2/7)

	Phase->	1	2	3	4	5	6	7	8	
MaxPlan 1	Normal Max	17	68	0	0	0	89	0	23	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 2	Normal Max	17	58	0	0	0	79	0	23	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 3	Normal Max	20	70	0	0	0	94	0	28	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 4	Normal Max	11	42	0	0	0	57	0	25	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 5	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 6	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 7	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec
MaxPlan 8	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Max Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Auto Max	0	0	0	0	0	0	0	0	0 - 255 sec

CoordinationData		
Coordination Modes (Next/2/3/1)		
Flash Mode	33	0=off, 1=on, 33=time clock, 34=comm, 35=hardwire
Coordination Plan Mode	33	0=free, 1-32 = coord plan 1-32, 33=time clock, 34=comm, 35=hardwire
Offset Seeking Mode	2	0=add only, 1=dwell, 2=fastway
Late Ped	0	0 = off, 1 = on
Coord Walk Rest	0	0 = off, 1 = on, 2 = by tod circuit 160, 3 = end of walk, 4 = coord ped during perms
Zero Mode(TS2 only)	0	0=start of main street, 1=end of main street, 2=by TOD circuit 144, 3 = first green
(Next/2/3/4/1)		
Repeated Ped Service	0	0=off, 1=on (no coord ped), 2=on (beginning green coord ped), 3=on (coord ped always)
Omit Phase During Repeated Phase	- - - - - - - -	-- = service allowed ; # = service prevented

Coordination Plans (Next/2/3/2)

Coord Plan	Coordination Phases		Cycle Length	Offset Time	Min Cycle Len Dwell Time	Permissive	Service Plan	Max Plan
	Ring 1	Ring 2						
1	2	6	120	53	0	0	0	1
2	2	6	110	53	0	0	0	2
3	2	6	130	61	0	0	0	3
4	2	6	90	32	0	0	0	4
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0	0
26	0	0	0	0	0	0	0	0
27	0	0	0	0	0	0	0	0
28	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0
31	0	0	0	0	0	0	0	0
32	0	0	0	0	0	0	0	0
	0 - 8		0 - 255 sec				0 - 8	

Coordination Plans cont. (Next/2/3/2)

Coord Plan	Use FO for timing	Force Off / Split Times (TS2)								Yield Points / Actuated Times (TS2)	
		1	2	3	4	5	6	7	8	Ring 1	Ring 2
1		21	72	0	0	0	93	0	27	0	0
2		21	62	0	0	0	83	0	27	0	0
3		24	74	0	0	0	98	0	32	0	0
4		15	46	0	0	0	61	0	29	0	0
5		0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0
10		0	0	0	0	0	0	0	0	0	0
11		0	0	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	0
13		0	0	0	0	0	0	0	0	0	0
14		0	0	0	0	0	0	0	0	0	0
15		0	0	0	0	0	0	0	0	0	0
16		0	0	0	0	0	0	0	0	0	0
17		0	0	0	0	0	0	0	0	0	0
18		0	0	0	0	0	0	0	0	0	0
19		0	0	0	0	0	0	0	0	0	0
20		0	0	0	0	0	0	0	0	0	0
21		0	0	0	0	0	0	0	0	0	0
22		0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0
	0 - 255 sec * = force offs and yield points										

Circuit Mapping (Next/2/3/3)

Circuit Map	Coord Plan	Time Clock Circuit							
		1	2	3	4	5	6	7	8
1	1	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0
3	3	138	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0

coord plan - 0 = free, 1 - 32 = coord plan 1 - 32, 33 = any, 34 none selected
time clock circuits - 0 = not used, or circuits 6 - 199

Dynamic Phase Lengths (Next/2/3/4/4)

Phase ->		1	2	3	4	5	6	7	8	
Back Detector		0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Lane Factor		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 = none, 0.5 - 5.0
Check Out Detector		0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Coord Delta Force Off	Set A	0	0	0	0	0	0	0	0	0 - 255 sec
	Set B	0	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	0	
Free Delta Max	Set A	0	0	0	0	0	0	0	0	
	Set B	0	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	0	

Auto Permissive Min Green (Next/2/3/4/3)

Phase ->	1	2	3	4	5	6	7	8	
Auto Perm Min Green	0	0	0	0	0	0	0	0	0 - 255 sec.

Time of Day Data (Next/2/4/1)

Day Program						
	Day Prog	Time	Coord Plan or Circuit	Coord Plan # or Circuit #	Circuit Abbrev	State On/Off
1	1	06:00	Coord Plan	1	CL1	
2	1	09:30	Coord Plan	2	CL2	
3	1	14:30	Coord Plan	3	CL4	
4	1	18:30	Coord Plan	0	None / Coord Plan	
5	2	10:00	Coord Plan	4	CL8	
6	2	17:00	Coord Plan	0	None / Coord Plan	
7	0	00:00	Circuit	0	None / Coord Plan	
8	0	00:00	Circuit	0	None / Coord Plan	
9	0	00:00	Circuit	0	None / Coord Plan	
10	0	00:00	Circuit	0	None / Coord Plan	
11	0	00:00	Circuit	0	None / Coord Plan	
12	0	00:00	Circuit	0	None / Coord Plan	
13	0	00:00	Circuit	0	None / Coord Plan	
14	0	00:00	Circuit	0	None / Coord Plan	
15	0	00:00	Circuit	0	None / Coord Plan	
16	0	00:00	Circuit	0	None / Coord Plan	
17	0	00:00	Circuit	0	None / Coord Plan	
18	0	00:00	Circuit	0	None / Coord Plan	
19	0	00:00	Circuit	0	None / Coord Plan	
20	0	00:00	Circuit	0	None / Coord Plan	
21	0	00:00	Circuit	0	None / Coord Plan	
22	0	00:00	Circuit	0	None / Coord Plan	
23	0	00:00	Circuit	0	None / Coord Plan	
24	0	00:00	Circuit	0	None / Coord Plan	
25	0	00:00	Circuit	0	None / Coord Plan	
26	0	00:00	Circuit	0	None / Coord Plan	
27	0	00:00	Circuit	0	None / Coord Plan	
28	0	00:00	Circuit	0	None / Coord Plan	
29	0	00:00	Circuit	0	None / Coord Plan	
30	0	00:00	Circuit	0	None / Coord Plan	
31	0	00:00	Circuit	0	None / Coord Plan	
32	0	00:00	Circuit	0	None / Coord Plan	
33	0	00:00	Circuit	0	None / Coord Plan	
34	0	00:00	Circuit	0	None / Coord Plan	
35	0	00:00	Circuit	0	None / Coord Plan	
36	0	00:00	Circuit	0	None / Coord Plan	
37	0	00:00	Circuit	0	None / Coord Plan	
38	0	00:00	Circuit	0	None / Coord Plan	
39	0	00:00	Circuit	0	None / Coord Plan	
40	0	00:00	Circuit	0	None / Coord Plan	
	1 - 15	hh:mm	X = On = Coord Plan	coord plan 0 - 32 or circuit 1-199		X = On

WEEK PROGRAM (Next/2/4/2)

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	1	1	1	1	1	2
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

0 = none, 1 - 15 = day plan

EXCEPTION DAYS (Next/2/4/6)

	Week of Month	Month	Day of Month	Day of Week	Day Prog
1	0	0	0		0
2	0	0	0		0
3	0	0	0		0
4	0	0	0		0
5	0	0	0		0
6	0	0	0		0
7	0	0	0		0
8	0	0	0		0
9	0	0	0		0
10	0	0	0		0
11	0	0	0		0
12	0	0	0		0
13	0	0	0		0
14	0	0	0		0
15	0	0	0		0
16	0	0	0		0
17	0	0	0		0
18	0	0	0		0
19	0	0	0		0
20	0	0	0		0
21	0	0	0		0
22	0	0	0		0
23	0	0	0		0
24	0	0	0		0
25	0	0	0		0
26	0	0	0		0
27	0	0	0		0
28	0	0	0		0
29	0	0	0		0
30	0	0	0		0
31	0	0	0		0
32	0	0	0		0
33	0	0	0		0
34	0	0	0		0
35	0	0	0		0
	0 - 5	0 - 12	1 - 31	1 - 7	0 - 15

Time Clock References (Next/2/4/5)

Synch reference Mode	0	0 = timed, 1 = by event
Synch Reference Time	00:00	00:00 - 23:59
Daylight Saving Enable	Off	X = On
Reset Time	00:00	00:00 - 23:59

Time Zone Offset (Next/2/4/8)

Time Zone	Not Loaded	0

-43200 - 43200: EST -18000; CST -21600; MST -25200; PST -28800

YEAR PROGRAM (Next/2/4/3)

From Date	To Date	Week Program
12/29/2019	01/02/2021	1
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0
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00/00/0000	00/00/0000	0
00/00/0000	00/00/0000	0

New Years Day - Date - January 1st

Martin Luther King Day - DOW WOM - 3rd Monday of January

President's Day - DOW WOM - 3rd Monday February

Memorial Day - DOW WOM - Last Monday May

Four of July - Date - July 4th

Labor Day - DOW WOM - 1st Monday September

Columbus Day - DOW WOM - 2nd Monday October

Vetern's Day - Date - November 11th

Thankgiving - DOW WOM - 4th Thursday November

Christmas - Date - December 25th

CIRCUIT OVERRIDES 1 - 100 (Next/2/4/4)

1 - Coord Line 1	CL1	2 = TOD	51 - Ped Omit 3	PO3	2 = TOD
2 - Coord Line 2	CL2	2 = TOD	52 - Ped Omit 4	PO4	2 = TOD
3 - Coord Line 4	CL4	2 = TOD	53 - Ped Omit 5	PO5	2 = TOD
4 - Coord Line 8	CL8	2 = TOD	54 - Ped Omit 6	PO6	2 = TOD
5 - Coord Line 16	C16	2 = TOD	55 - Ped Omit 7	PO7	2 = TOD
6 - Coordinated Operation	CRD	2 = TOD	56 - Ped Omit 8	PO8	2 = TOD
7 - Soft Flash	SFL	2 = TOD	57 - Conditonal Service	CVS	2 = TOD
8 - Enable System Relays	ESR	2 = TOD	58 - Inhibit Simultaneous Gap Out	ISG	1 = On
9 - Call to Non Actuated Ring 1	CN1	2 = TOD	59 - Inhibit Hardwire	HWI	2 = TOD
10 -Call to Non Actuated Ring 2	CN2	2 = TOD	60 - Ped Override Mode	POM	1 = On
11 - Walk Rest Modifier	WRM	2 = TOD	61 - Dual Entry	DLE	1 = On
12 - Min Recall	MIN	2 = TOD	62 - Exclusive Ped	EPD	2 = TOD
13 - Max 2 Both Rings	MX2	2 = TOD	63 - Call to Time Clock Mode	CTC	2 = TOD
14 - Coord Inhibit Max Ring 1,2	IMT	2 = TOD	64 - Dual Enhanced Ped	DEP	2 = TOD
15 - Enable Service Log	ESL	2 = TOD	65 - Service Plan 1	SP1	2 = TOD
16 - Call to Free	CTF	2 = TOD	66 - Service Plan 2	SP2	2 = TOD
17 - TOD Output 1	TO1	2 = TOD	67 - Service Plan 3	SP3	2 = TOD
18 - TOD Output 2	TO2	2 = TOD	68 - Service Plan 4	SP4	2 = TOD
19 - TOD Output 3	TO3	2 = TOD	69 - Service Plan 5	SP5	2 = TOD
20 - TOD Output 4	TO4	2 = TOD	70 - Service Plan 6	SP6	2 = TOD
21 - TOD Output 5	TO5	2 = TOD	71 - Service Plan 7	SP7	2 = TOD
22 - TOD Output 6	TO6	2 = TOD	72 - Service Plan 8	SP8	2 = TOD
23 - TOD Output 7	TO7	2 = TOD	73 - Max Plan 1	MP1	2 = TOD
24 - TOD Output 8	TO8	2 = TOD	74 - Max Plan 2	MP2	2 = TOD
25 - Vehicle Call Phase 1	VC1	2 = TOD	75 - Max Plan 3	MP3	2 = TOD
26 - Vehicle Call Phase 2	VC2	2 = TOD	76 - Max Plan 4	MP4	2 = TOD
27 - Vehicle Call Phase 3	VC3	2 = TOD	77 - Max Plan 5	MP5	2 = TOD
28 - Vehicle Call Phase 4	VC4	2 = TOD	78 - Max Plan 6	MP6	2 = TOD
29 - Vehicle Call Phase 5	VC5	2 = TOD	79 - Max Plan 7	MP7	2 = TOD
30 - Vehicle Call Phase 6	VC6	2 = TOD	80 - Max Plan 8	MP8	2 = TOD
31 - Vehicle Call Phase 7	VC7	2 = TOD	81 - Transit Priority Max Group 1	TG1	2 = TOD
32 - Vehicle Call Phase 8	VC8	2 = TOD	82 - Transit Priority Max Group 2	TG2	2 = TOD
33 - Ped Call Phase 1	PC1	2 = TOD	83 - Transit Priority Max Group 3	TG3	2 = TOD
34 - Ped Call Phase 2	PC2	2 = TOD	84 - Transit Priority Max Group 4	TG4	2 = TOD
35 - Ped Call Phase 3	PC3	2 = TOD	85 - Transit Priority Max Group 5	TG5	2 = TOD
36 - Ped Call Phase 4	PC4	2 = TOD	86 - Transit Priority Max Group 6	TG6	2 = TOD
37 - Ped Call Phase 5	PC5	2 = TOD	87 - Transit Priority Max Group 7	TG7	2 = TOD
38 - Ped Call Phase 6	PC6	2 = TOD	88 - Transit Priority Max Group 8	TG8	2 = TOD
39 - Ped Call Phase 7	PC7	2 = TOD	89 - Inhibit Gap Reducing 1	GR1	2 = TOD
40 - Ped Call Phase 8	PC8	2 = TOD	90 - Inhibit Gap Reducing 2	GR2	2 = TOD
41 - Phase Omit 1	VO1	2 = TOD	91 - Inhibit Gap Reducing 3	GR3	2 = TOD
42 - Phase Omit 2	VO2	2 = TOD	92 - Inhibit Gap Reducing 4	GR4	2 = TOD
43 - Phase Omit 3	VO3	2 = TOD	93 - Inhibit Gap Reducing 5	GR5	2 = TOD
44 - Phase Omit 4	VO4	2 = TOD	94 - Inhibit Gap Reducing 6	GR6	2 = TOD
45 - Phase Omit 5	VO5	2 = TOD	95 - Inhibit Gap Reducing 7	GR7	2 = TOD
46 - Phase Omit 6	VO6	2 = TOD	96 - Inhibit Gap Reducing 8	GR8	2 = TOD
47 - Phase Omit 7	VO7	2 = TOD	97 - Lag 1	LG1	2 = TOD
48 - Phase Omit 8	VO8	2 = TOD	98 - Lag 3	LG3	2 = TOD
49 - Ped Omit 1	PO1	2 = TOD	99 - Lag 5	LG5	2 = TOD
50 - Ped Omit 2	PO2	2 = TOD	100 - Lag 7	LG8	2 = TOD

CIRCUIT OVERRIDES 101 - 200 (Next/2/4/4)

101 - Inhibit Overlap A	OLA	2 = TOD	151 - Coord Hold 7	HD7	2 = TOD
102 - Inhibit Overlap B	OLB	2 = TOD	152 - Coord Hold 8	HD8	2 = TOD
103 - Inhibit Overlap C	OLC	2 = TOD	153 - PE Priority Return B	PRB	2 = TOD
104 - Inhibit Overlap D	OLD	2 = TOD	154 - PE Priority Return C	PRC	2 = TOD
105 - Enable Schedule A Phone 1	AT1	2 = TOD	155 - PE Priority Return D	PRD	2 = TOD
106 - Enable Schedule A Phone 2	AT2	2 = TOD	156 - PE Priority Return E	PRE	2 = TOD
107 - Enable Schedule B Phone 1	BT1	2 = TOD	157 - Platoon Inbound	PPI	2 = TOD
108 - Enable Schedule B Phone 2	BT2	2 = TOD	158 - Platoon Outbound	PPO	2 = TOD
109 - Enable Schedule C Phone 1	CT1	2 = TOD	159 - Platoon Spl 2	PS2	2 = TOD
110 - Enable Schedule C Phone 2	CT2	2 = TOD	160 - Coord Walk Rest	CWR	2 = TOD
111 - Enable Volume to Call Phone 1	VT1	2 = TOD	161 - Dynamic Phase Length Short Inhibit 1	SL1	2 = TOD
112 - Enable Volume to Call Phone 1	VT2	2 = TOD	162 - Dynamic Phase Length Short Inhibit 2	SL2	2 = TOD
113 - Enable Volume Logging	EVL	1 = On	163 - Dynamic Phase Length Short Inhibit 3	SL3	2 = TOD
114 - Enable MOE Logging	EML	1 = On	164 - Dynamic Phase Length Short Inhibit 4	SL4	2 = TOD
115 - Detector Low Threshold Inhibit	DLI	2 = TOD	165 - Dynamic Phase Length Short Inhibit 5	SL5	2 = TOD
116 - Detector Continue Presence Inhibit	DPI	2 = TOD	166 - Dynamic Phase Length Short Inhibit 6	SL6	2 = TOD
117 - Inhibit Detector Based On Progrmming	IND	2 = TOD	167 - Dynamic Phase Length Short Inhibit 7	SL7	2 = TOD
118 - Inhibit Detector Delay	IDD	2 = TOD	168 - Dynamic Phase Length Short Inhibit 8	SL8	2 = TOD
119 - Inhibit Conditional Ped	ICP	2 = TOD	169 - Coord Late Left Turn 1	CT1	2 = TOD
120 - Inhibit Transit Priority	ITP	2 = TOD	170 - Coord Late Left Turn 3	CT3	2 = TOD
121 - Red Rest Ring 1,2	RRM	2 = TOD	171 - Coord Late Left Turn 5	CT5	2 = TOD
122 - Enable Transcend	TRA	2 = TOD	172 - Coord Late Left Turn 7	CT7	2 = TOD
123 - Omit Red Clear Ring 1,2	ORC	2 = TOD	173 - Dynamic Phase Length Enable A	DPA	2 = TOD
124 - Enable Classification Logging	CLE	2 = TOD	174 - Dynamic Phase Length Enable B	DPB	2 = TOD
125 - Ped Recycle Ring 1,2	PCY	2 = TOD	175 - Dynamic Phase Length Enable C	DPC	2 = TOD
126 - Not Used"	N/U	2 = TOD	176 - Dynamic Phase Length Enable D	DPD	2 = TOD
127 - Enable MOE Log to Call Phone 1	MT1	2 = TOD	177 - Proactive Plan Select Average	PSA	2 = TOD
128 - Enable MOE Log to Call Phone 2	MT2	2 = TOD	178 - Proactive Plan Select Inbound	PSI	2 = TOD
129 - Transit Inhibit Short Time 1	IS1	2 = TOD	179 - Proactive Plan Select Outbound	PSO	2 = TOD
130 - Transit Inhibit Short Time 2	IS2	2 = TOD	180 - Split Variant Inbound	SVI	2 = TOD
131 - Transit Inhibit Short Time 3	IS3	2 = TOD	181 - Split Variant Outbound	SVO	2 = TOD
132 - Transit Inhibit Short Time 4	IS4	2 = TOD	182 - Disable Coord Walk Rest Ring 1	WR1	2 = TOD
133 - Transit Inhibit Short Time 5	IS5	2 = TOD	183 - Disable Coord Walk Rest Ring 2	WR2	2 = TOD
134 - Transit Inhibit Short Time 6	IS6	2 = TOD	184 - Proactive Plan Select New Look	NLK	2 = TOD
135 - Transit Inhibit Short Time 7	IS7	2 = TOD	185 - Disable Red Clearance Extension	DRX	2 = TOD
136 - Transit Inhibit Short Time 8	IS8	2 = TOD	186 - Detector Plan Line 1	DL1	2 = TOD
137 - Enable Transit Priority Logging	ETL	2 = TOD	187 - Detector Plan Line 2	DL2	2 = TOD
138 - Disable Flashing Yellow Arrow 1	DF1	2 = TOD	188 - Disable LRT 1 Vertical Flashing Bar	DV1	2 = TOD
139 - Disable Flashing Yellow Arrow 3	DF3	2 = TOD	189 - Disable LRT 2 Vertical Flashing Bar	DV2	2 = TOD
140 - Disable Flashing Yellow Arrow 5	DF5	2 = TOD	190 - Disable LRT 3 Vertical Flashing Bar	DV3	2 = TOD
141 - Disable Flashing Yellow Arrow 7	DF7	2 = TOD	191 - Disable LRT 4 Vertical Flashing Bar	DV4	2 = TOD
142 - Disable Auto Max	DAM	2 = TOD	192 - Datakey Enable	DKE	1 = On
143 - Disable Repeated Phase Service	DRS	2 = TOD	193 - Dynamic Phase Reversal Enable 1	DR1	2 = TOD
144 - End of Main Street	EMS	2 = TOD	194 - Dynamic Phase Reversal Enable 3	DR3	2 = TOD
145 - Coord Hold 1	HD1	2 = TOD	195 - Dynamic Phase Reversal Enable 5	DR5	2 = TOD
146 - Coord Hold 2	HD2	2 = TOD	196 - Dynamic Phase Reversal Enable 7	DR7	2 = TOD
147 - Coord Hold 3	HD3	2 = TOD	197 - Enable Coordination Log	ECL	1 = On
148 - Coord Hold 4	HD4	2 = TOD	198 - Disable Gap For FYLTA	DGF	2 = TOD
149 - Coord Hold 5	HD5	2 = TOD	199 - Coordination Auto Walk	CAW	2 = TOD
150 - Coord Hold 6	HD6	2 = TOD	200 - Enable Coordinated Auto Max	ECM	2 = TOD

PREEMPTION SEQUENCE 1 - 4 (Next/2/5)

Seq	Interval	Instruction	Phases Serviced	Interval Time	Hold On Input	Output On	Output Mode
1	1	197	- 2 - - - - - -	0	On	- - - - - - - -	0
	2	98	- - - - - - - -	0	Off	- - - - - - - -	0
	3	0	- - - - - - - -	0	Off	- - - - - - - -	0
	4	0	- - - - - - - -	0	Off	- - - - - - - -	0
	5	0	- - - - - - - -	0	Off	- - - - - - - -	0
	6	0	- - - - - - - -	0	Off	- - - - - - - -	0
	7	0	- - - - - - - -	0	Off	- - - - - - - -	0
	8	0	- - - - - - - -	0	Off	- - - - - - - -	0
	9	0	- - - - - - - -	0	Off	- - - - - - - -	0
	10	0	- - - - - - - -	0	Off	- - - - - - - -	0
2	1	0	- - - - - - - -	0	Off	- - - - - - - -	0
	2	0	- - - - - - - -	0	Off	- - - - - - - -	0
	3	0	- - - - - - - -	0	Off	- - - - - - - -	0
	4	0	- - - - - - - -	0	Off	- - - - - - - -	0
	5	0	- - - - - - - -	0	Off	- - - - - - - -	0
	6	0	- - - - - - - -	0	Off	- - - - - - - -	0
	7	0	- - - - - - - -	0	Off	- - - - - - - -	0
	8	0	- - - - - - - -	0	Off	- - - - - - - -	0
	9	0	- - - - - - - -	0	Off	- - - - - - - -	0
	10	0	- - - - - - - -	0	Off	- - - - - - - -	0
3	1	197	1 - - - - 6 - -	0	On	- - - - - - - -	0
	2	98	- - - - - - - -	0	Off	- - - - - - - -	0
	3	0	- - - - - - - -	0	Off	- - - - - - - -	0
	4	0	- - - - - - - -	0	Off	- - - - - - - -	0
	5	0	- - - - - - - -	0	Off	- - - - - - - -	0
	6	0	- - - - - - - -	0	Off	- - - - - - - -	0
	7	0	- - - - - - - -	0	Off	- - - - - - - -	0
	8	0	- - - - - - - -	0	Off	- - - - - - - -	0
	9	0	- - - - - - - -	0	Off	- - - - - - - -	0
	10	0	- - - - - - - -	0	Off	- - - - - - - -	0
4	1	197	- - - - - - - 8	0	On	- - - - - - - -	0
	2	98	- - - - - - - -	0	Off	- - - - - - - -	0
	3	0	- - - - - - - -	0	Off	- - - - - - - -	0
	4	0	- - - - - - - -	0	Off	- - - - - - - -	0
	5	0	- - - - - - - -	0	Off	- - - - - - - -	0
	6	0	- - - - - - - -	0	Off	- - - - - - - -	0
	7	0	- - - - - - - -	0	Off	- - - - - - - -	0
	8	0	- - - - - - - -	0	Off	- - - - - - - -	0
	9	0	- - - - - - - -	0	Off	- - - - - - - -	0
	10	0	- - - - - - - -	0	Off	- - - - - - - -	0

Instructions -
0 = service phases defined in phases location
1-9 = use special intervals 1-9
10 = preempt sequence allows fylta
11 = preempt interval disables fylta
15 = alternate trap protection
90 = go to all red
91 = turn cvm off
92 = turn cvm on
93 = enable ped service and phases defined in phases location
94 = disable ped service
96 = enable coordination w/peds
97 = enable coordination w/o peds
98 = return with no calls
99 = return with ped calls and phases defined in phases location
100 = jump to step defined in time location and input has to be active for jump
101 = use time as resetable gap timer and service phases defined in phases location
196 = coordination sync w/peds
197 = coordination sync w/o peds
200 = lrt phase service w/o peds
201 = lrt phase service w/peds
202 = priority return-queue/delay
216 = lrt coordination sync w/peds
217 = lrt coordination sync w/o peds

Phases Serviced - phases 1 - 8

Interval Time - 0 - 255 sec or interval 1 - 10

Hold on Input:
0 = Do not hold
1 = Hold
2 = Ped Service to Rest in Walk

Outputs On - output 1 - 8

Output Modes -
0 = all steady on
1 = all flash together
2 = odd flashes WIG, even flashes WAG
3 = 1 - 4 steady on, 5 - 8 all flash together

SEQUENCE TIMING (Next/2/5/0)

	Sequence	1	2	3	4	5	6	7	8	
	Input Memory									X = on
	Input Priority	6	0	6	6	0	0	0	0	0 = lowest, - 8 = highest
Entry (Transition) Parameters	Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec 0.0 would time the normal function time
	Walk	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	
	Ped Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Overlap Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Overlap Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Delay to Preempt	0	0	0	0	0	0	0	0	0 - 255 sec
	Delay Ped Omit	0	0	0	0	0	0	0	0	
	Delay Phase Omit	0	0	0	0	0	0	0	0	
	Min Reservice	0	0	0	0	0	0	0	0	0 - 255 min
Overlap Inhibits	A									X = on
	B									
	C									
	D									
Exit Parameters	Exit to Coord Plan Offset by X	0	0	0	0	0	0	0	0	0 - 20
	Exit Coord Plan Time	0	0	0	0	0	0	0	0	0 - 60 min
	Exit to Max Plan	0	0	0	0	0	0	0	0	0 - 8
	Exit Free Time	0	0	0	0	0	0	0	0	0 - 60 min
	Override Time	0	0	0	0	0	0	0	0	
	Fail Time	0	0	0	0	0	0	0	0	
	Exit Mode Time	0	0	0	0	0	0	0	0	

PRIORITY RETURN AND SPECIAL INTERVALS (Next/2/5/0/6, Next/2/5/9)

	Phase / Overlap	1	2	3	4	5	6	7	8	A	B	C	D	
Priority Return	Enable	Off	0 = disabled; 1 = enabled; 2 = enabled and skip preempt phase on exit											
	A (max)	0	0	0	0	0	0	0	0	0 - 100% of currently used max				
	B (max)	0	0	0	0	0	0	0	0					
	C (max)	0	0	0	0	0	0	0	0					
	D (max)	0	0	0	0	0	0	0	0					
	E (max)	0	0	0	0	0	0	0	0					
	Ped Clear	0	0	0	0	0	0	0	0	0 - 100% of currently used ped clearance				
Queue Delay Recovery		0	0	0	0	0	0	0	0	0 - 255 sec				
Special Intervals	1	0	0	0	0	0	0	0	0	0	0	0	0	0 = Dark 1 = green don't walk 2 = green walk 3 = green flashing don't walk 4 = yellow 5 = red 6 = flashing yellow WIG 7 = flashing yellow WAG 8 = flashing red WIG 9 = flashing red WAG 10 = walk only 11=flashing don't walk only
	2	0	0	0	0	0	0	0	0	0	0	0	0	
	3	0	0	0	0	0	0	0	0	0	0	0	0	
	4	0	0	0	0	0	0	0	0	0	0	0	0	
	5	0	0	0	0	0	0	0	0	0	0	0	0	
	6	0	0	0	0	0	0	0	0	0	0	0	0	
	7	0	0	0	0	0	0	0	0	0	0	0	0	
	8	0	0	0	0	0	0	0	0	0	0	0	0	
	9	0	0	0	0	0	0	0	0	0	0	0	0	

LIGHT RAIL TRAIN (Next/2/5/0/7)

Light Rail Train	1	2	3	4	
Associated Preempt	0	0	0	0	0 = none, preempt 1 - 8
Time to Green	0	0	0	0	0 - 255 sec
Horizontal Bar Flash Time	0.0	0.0	0.0	0.0	
Vertical Bar Flash Time	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
Min Duration	0	0	0	0	0 - 255 sec

COMMUNICATION DATA (Next/2/6)

1st Central Phone Number		2nd Central Phone Number	

Modem Setup String	
Intersection Name	2B2, OR213 at Meyers
Central Port	6 = UDP/AB3418/C14S
System Mode	0
System Port	0

System ID	53
Local ID	11

AB3418 Physical Address	1
AB3418 Group Address	0

Serial Port Parameters	Baud Rates	Flow
Port1 (Slot A2 Upper)	3 =	1
Port2 (Slot A2 Lower)	3 =	1
Port3 (Slot A1 Upper)	3 =	1
Port4 (Slot A1 :pwer pr C50S)	3 =	Not Used

Ethernet Parameters 1, 2		
IP Address	10.11.17.211	.....
Gateway Address	10.11.17.209	.....
Subnet Mask	255.255.252.240	0 . 0 . 0 . 0
IP Port	25000	0

0 = 1200, 1 = 2400, 2 = 9600, 3 = 19200 baud

COMMUNICATION REPORTS (Next/2/6/6, Next/2/6/7)

Volume Log Period	15	0 - 255 seconds or see below	MOE Log Period	15	See below
Volume OCC Period	15	0 - 255 seconds			

0 = disabled, 1,2,3,4,5,6,10,12,15,20,30,60 minutes

Alarm 1	0	0 = none 1 = schedule A 2 = schedule B 3 = schedule C 4 = schedule R	Soft Flash	1	0 = none 1 = schedule A 2 = schedule B 3 = schedule C 4 = schedule R
Alarm 2	0		Manual Control Enable (MCE)	4	
Alarm 3	0		Emergency or Railroad Preempt	1	
Alarm 4	0		Light Rail Train (LRG)	0	
Alarm 5	0		Cycle Failure	2	
Not Used			Coordination Failure	2	
Not Used			Keyboard use /Data Changed	3	
Not Used			Coord Running / Free	2	
Power On / Off	1		Cabinet Door	3	
Checksum Failure	4		Extended Ped Pushbuton	3	
Video / Detector Failure	4		Monitor Status	4	
Master to Local Comm Lost	0		Red Extension	2	

Miscellaneous Data

TRANSIT PRIORITY (Next/2/7)

	1	2	3	4	5	6	7	8	
Phases	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	Phases 1 - 8 (max of 2 compatible phases)
PE Enable (6.25Hz TP call on PE)	X	X	X	X	X	X	X	X	X = 6.25 Hz signal will activate TP
Priority	0	0	0	0	0	0	0	0	0 - 8, 8 = highest
Memory									X = on
Delay Time	0	0	0	0	0	0	0	0	0 - 255 sec
Minimum Reservice Time (per input)	0	0	0	0	0	0	0	0	0 - 255 min
Override Time	0	0	0	0	0	0	0	0	0 - 255 sec
Bus Extend	0	0	0	0	0	0	0	0	0 - 255 min
Minimum Reservice Time (all inputs)	0	0 - 255 min							
Free Operation Mode	0	0 = use shortest of max 1 or 2, 1 - 8 = use max time of group 1 - 8, 9 = use time of day circuit							

TRANSIT PRIORITY ALTERNATE FORCE OFF PLANS (Next/2/7/6)

Current Coord Plan	1	2	3	4	5	6	7	8
Alternate TP Force Off Plan	0	0	0	0	0	0	0	0
Current Coord Plan	9	10	11	12	13	14	15	16
Alternate TP Force Off Plan	0	0	0	0	0	0	0	0

0 = none
17 - 32 = coord plan 17 - 32

GROUP TIMING (Next/2/7/5)

	Phase -->	1	2	3	4	5	6	7	8
Group 1	Max Times	0	0	0	0	0	0	0	0
	Walk Times	0	0	0	0	0	0	0	0
Group 2	Max Times	0	0	0	0	0	0	0	0
	Walk Times	0	0	0	0	0	0	0	0
Group 3	Max Times	0	0	0	0	0	0	0	0
	Walk Times	0	0	0	0	0	0	0	0
Group 4	Max Times	0	0	0	0	0	0	0	0
	Walk Times	0	0	0	0	0	0	0	0
Group 5	Max Times	0	0	0	0	0	0	0	0
	Walk Times	0	0	0	0	0	0	0	0
Group 6	Max Times	0	0	0	0	0	0	0	0
	Walk Times	0	0	0	0	0	0	0	0
Group 7	Max Times	0	0	0	0	0	0	0	0
	Walk Times	0	0	0	0	0	0	0	0
Group 8	Max Times	0	0	0	0	0	0	0	0
	Walk Times	0	0	0	0	0	0	0	0

0 - 255 sec
0 would time the normal function time

TRUCK PRIORITY (Next/2/7/9)

Truck Priority -->	1	2	3	4	5	6	7	8	
Associated Transit Priority	0	0	0	0	0	0	0	0	0 = none 1 - 8 = transit priority 1 - 8
Leading Detector	0	0	0	0	0	0	0	0	0 = none, 1 - 32 = detector 1 - 32
Trailling Detector	0	0	0	0	0	0	0	0	
Stop Bar Distance	0	0	0	0	0	0	0	0	0 - 999 feet
Trap Distance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 99.9 feet
Minimum Speed	0	0	0	0	0	0	0	0	0 - 100 mph
Minimum Length	0	0	0	0	0	0	0	0	0 - 255 feet
Minimum Log Speed (mph)	0	0	0	0	0	0	0	0	
Minimum Log Length (feet)	0	0	0	0	0	0	0	0	
Downhill Grade (%)	0	0	0	0	0	0	0	0	0 - 20%
Uphill Grade (%)	0	0	0	0	0	0	0	0	
Undersized Vehicle									X = Enabled

170 OUTPUTS (Next/2/8/2)			
C1-2	0 - Use Default	C1-35	0 - Use Default
C1-3	0 - Use Default	C1-36	0 - Use Default
C1-4	0 - Use Default	C1-37	0 - Use Default
C1-5	0 - Use Default	C1-38	0 - Use Default
C1-6	0 - Use Default	C1-100	0 - Use Default
C1-7	0 - Use Default	C1-101	0 - Use Default
C1-8	0 - Use Default	C1-102	0 - Use Default
C1-9	215 - FYLTA, 1	C1-103	0 - Use Default
C1-10	0 - Use Default	C1-83	0 - Use Default
C1-11	0 - Use Default	C1-84	0 - Use Default
C1-12	0 - Use Default	C1-85	0 - Use Default
C1-13	0 - Use Default	C1-86	0 - Use Default
C1-15	0 - Use Default	C1-87	0 - Use Default
C1-16	0 - Use Default	C1-88	0 - Use Default
C1-17	221 - FYLTA CLR, 1	C1-89	0 - Use Default
C1-18	0 - Use Default	C1-90	0 - Use Default
C1-19	0 - Use Default	C1-91	0 - Use Default
C1-20	0 - Use Default	C1-93	0 - Use Default
C1-21	0 - Use Default	C1-94	0 - Use Default
C1-22	0 - Use Default	C1-95	0 - Use Default
C1-23	0 - Use Default	C1-96	0 - Use Default
C1-24	0 - Use Default	C1-97	0 - Use Default
C1-25	0 - Use Default	C1-98	0 - Use Default
C1-26	0 - Use Default	C1-99	0 - Use Default
C1-27	0 - Use Default	C11-1	0 - Use Default
C1-28	0 - Use Default	C11-2	0 - Use Default
C1-29	0 - Use Default	C11-3	0 - Use Default
C1-30	0 - Use Default	C11-4	0 - Use Default
C1-31	0 - Use Default	C11-5	0 - Use Default
C1-32	0 - Use Default	C11-6	0 - Use Default
C1-33	0 - Use Default	C11-7	0 - Use Default
C1-34	0 - Use Default	C11-8	0 - Use Default

CONTROLLER ID

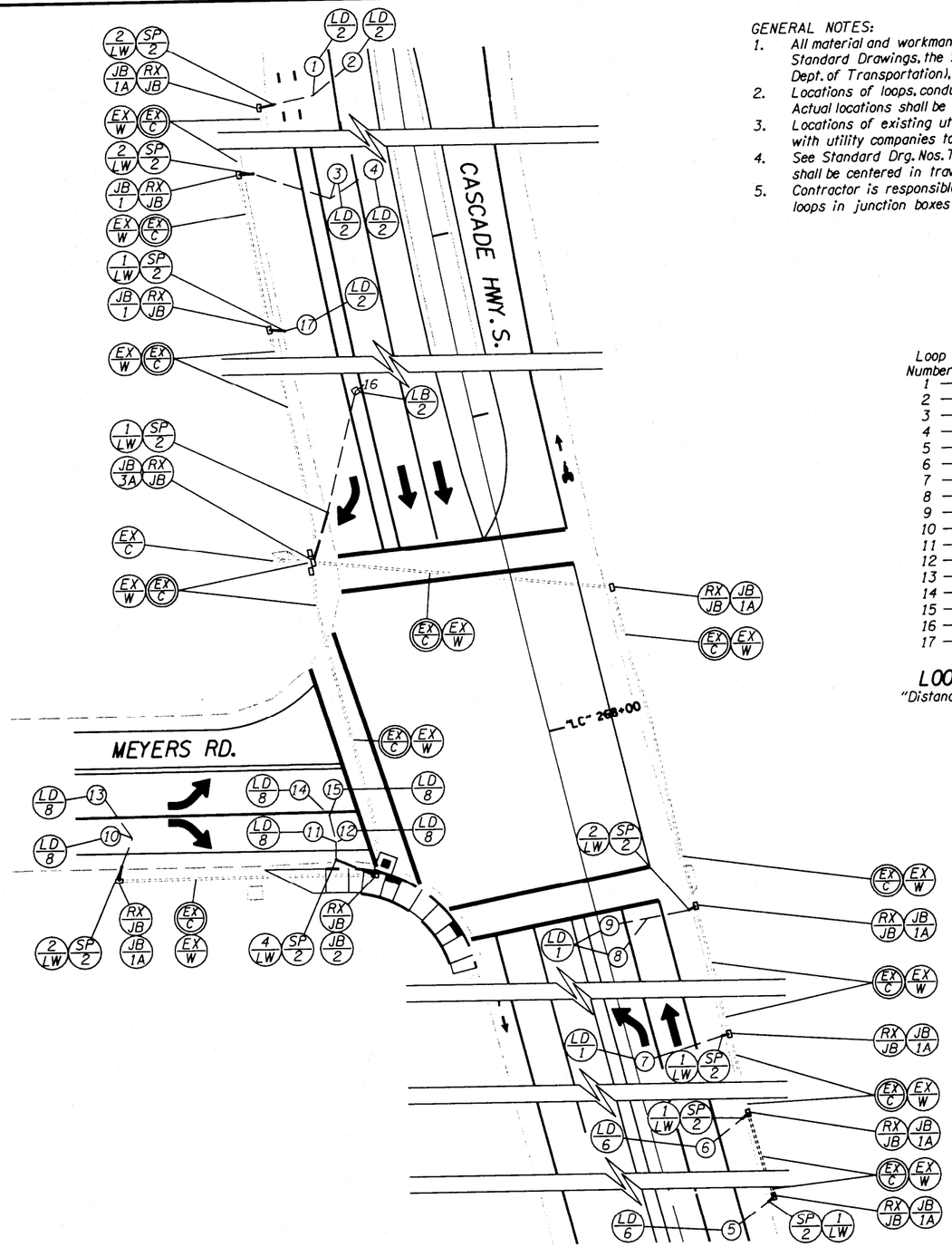
Manufacturer ID	NORTHWEST SIGNAL
Model ID	Voyage-0 v05.03.03
Protocol Revision ID	AB3418E V1

14870

LOOP REPLACEMENT PLAN
CASCADE HWY. SOUTH AT MEYERS RD.
ORE. 213 AT M.P. 3.81

GENERAL NOTES:

1. All material and workmanship shall conform to the Oregon Dept. of Transportation Standard Drawings, the Standard Specification for Highway Construction (2002, Oregon Dept. of Transportation), and the Special Provisions for this contract.
2. Locations of loops, conduits, and junction boxes (as shown on the plan) are approximate. Actual locations shall be designated in the field by the Engineer.
3. Locations of existing utilities shall be verified by the Contractor. Coordinate all work with utility companies to eliminate conflicts.
4. See Standard Drg. Nos. TM475 and TM480 for loop detector details. All detector loops shall be centered in travel lanes, or as shown.
5. Contractor is responsible for re-wiring and re-numbering new and existing detector loops in junction boxes and cabinet to match wiring diagram.



Loop Number	Distance Feet	Phase	Slot	
1	320	2	I2U	
2	320	2	I2L	
3	160	2	I3U	
4	160			
5	320	6	J2U	
6	160	6	J2L	
7	75	1	I1U	Controller Cabinet
8	15	1	I9U	
9	5			
10	75	8	J6U	
11	15	8	J7L	TRANSFER TO J8
12	5			
13	75	8	J6L	
14	15	8	J7U	
15	5			
16	50	2	I3L	
17	115	3(2)	I5U	TRANSFER TO I3U

LOOP DETECTOR WIRING DIAGRAM
"Distance" is from Stop Line to center of loop in feet

L E G E N D

- EX/C — Retain and protect existing controller and cabinet
- EX/C — Retain and protect existing conduit
- EX/W — Retain and protect existing wiring
- JB/1A — Install 17"x10"x12" (min. dimension) precast concrete junction box with concrete apron
- JB/1 — Install 17"x10"x12" (min. dimension) precast concrete junction box
- LD/Ph — Install phase (Ph=phase) 6' round or 4' diamond vehicle detector loop
- N/LW — Install (N=number) pair of loop wires
- SP/S — Install 6" max. sand pocket block-out with (S=size) inch conduit to junction box
- LB/Ph — Install phase (Ph=phase) 2½' diamond bicycle detector loop
- JB/2 — Install 22"x12"x12" (min. dimension) precast concrete junction box
- JB/3A — Install 30"x17"x12" (min. dimension) precast concrete junction box with concrete apron
- RX/JB — Remove existing junction box

SCALE 0 20 40 60 80 FEET

Traffic Section Approval

REGISTERED PROFESSIONAL ENGINEER 75516 OREGON Nov. 9, 2004 FUSAN LIN

Expires Dec. 31, 2008

OREGON DEPARTMENT OF TRANSPORTATION
TRAFFIC - ROADWAY SECTION

HDR Engineering, Inc.

OR213: E PORTLAND FWY-CONWAY DR SEC.
CASCADE HIGHWAY SOUTH
CLACKAMAS COUNTY

DESIGNED BY: FL
REVIEWED BY: JB
DRAWN BY: JTB
FC: 160 MP: 3.81

ACCOMPANIED BY DWGS.

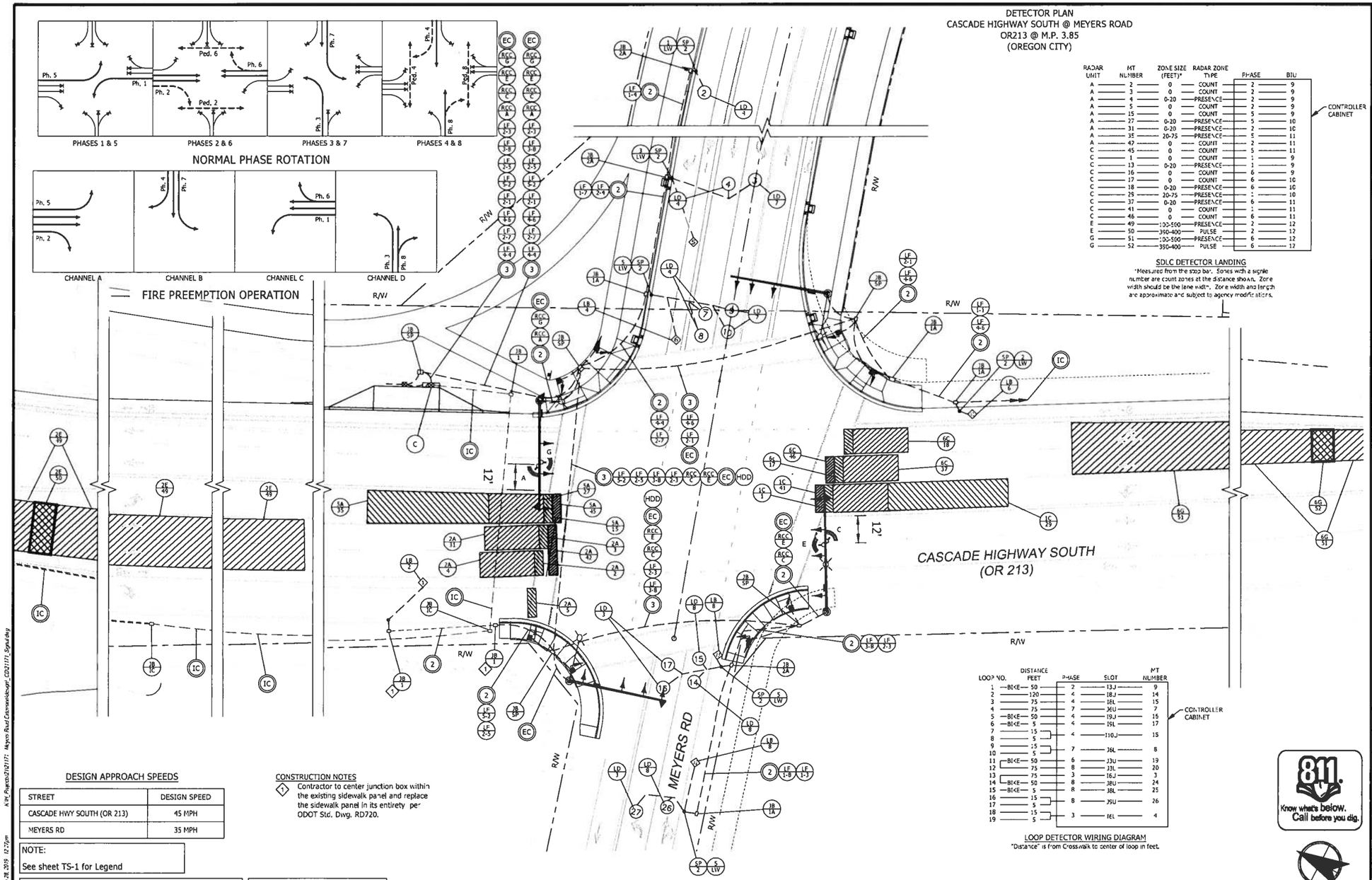
DETECTOR PLAN

Str. ID. No. ____ T.R.S. DWG. NO. 14870

1:1200 - 005

20219

DETECTOR PLAN
CASCADE HIGHWAY SOUTH @ MEYERS ROAD
OR213 @ M.P. 3.85
(OREGON CITY)



RADAR UNIT	MT NUMBER	ZONE SIZE (FEET)*	RADAR ZONE TYPE	PHASE	BIU
A	2	0	COUNT	2	9
A	3	0	COUNT	2	9
A	4	0-20	PRESENCE	2	9
A	5	0	COUNT	2	9
A	15	0	COUNT	5	9
A	27	0-20	PRESENCE	5	10
A	31	0-20	PRESENCE	2	10
A	35	20-75	PRESENCE	5	11
A	42	0	COUNT	2	11
C	45	0	COUNT	5	11
C	1	0	COUNT	1	9
C	13	0-20	PRESENCE	1	9
C	16	0	COUNT	6	9
C	17	0	COUNT	6	10
C	18	0-20	PRESENCE	6	10
C	25	20-75	PRESENCE	1	10
C	37	0-20	PRESENCE	6	11
C	41	0	COUNT	1	11
C	46	0	COUNT	6	11
E	49	100-500	PRESENCE	2	12
E	50	390-400	PULSE	2	12
G	51	100-500	PRESENCE	6	12
G	52	390-400	PULSE	6	12

CONTROLLER CABINET

SDLC DETECTOR LANDING
Measured from the stop bar. Zones with a single number are count zones at the distance shown. Zone width should be the lane width. Zone width and length are approximate and subject to agency modifications.

LOOP NO.	DISTANCE FEET	PHASE	SLOT	MT NUMBER
1	BIKE 50	2	13J	9
2	120	4	18J	14
3	75	4	18L	15
4	75	7	36U	7
5	BIKE 50	4	19J	16
6	BIKE 5	4	19L	17
7	15	4	110J	15
8	5			
9	25	7	36L	8
10	5			
11	BIKE 50	6	33U	19
12	75	8	33L	20
13	75	3	16J	3
14	BIKE 50	8	38U	24
15	BIKE 5	8	38L	25
16	15	8	39U	26
17	5			
18	15	3	16L	4
19	5			

CONTROLLER CABINET

LOOP DETECTOR WIRING DIAGRAM
"Distance" is from Crosswalk to center of loop in feet.

DESIGN APPROACH SPEEDS

STREET	DESIGN SPEED
CASCADE HWY SOUTH (OR 213)	45 MPH
MEYERS RD	35 MPH

NOTE:
See sheet TS-1 for Legend

NOTE:
Field Verify Measurements Before Construction

CONSTRUCTION NOTES
1. Contractor to center junction box within the existing sidewalk panel and replace the sidewalk panel in its entirety per ODOT Std. Dwg. RD720.

"UTILITIES NOT SHOWN"
Contractor to contact utility companies for field locations.

REVISION | TRACKING NUMBER 00000 | ISSUE NUMBER | Traffic Section Approval

OREGON DEPARTMENT OF TRANSPORTATION
TRAFFIC - ROADWAY SECTION

REGISTERED PROFESSIONAL ENGINEER
100% SUBMITTAL NOT FOR CONSTRUCTION
EXPIRES: 06-30-20

OREGON CITY

PROJECT MANAGER: Fred Wismer
BY NUMBER:
DATE: Feb. 28, 2019
DRAWN: Colleb Cox
SCALE: As shown
CHECKED: B. Culmore

KITTELSON & ASSOCIATES
610 SW ALDER STREET, SUITE 700
PORTLAND, OR 97205
P 503.228.5230 F 503.273.8169
517006

DETECTOR PLAN
OCP PROJECT# CI17-001
MEYERS ROAD EXTENSION PROJECT
MEYERS ROAD
CLACKAMAS COUNTY

REVISIONS

Know what's below. Call before you dig.

DRAWING NUMBER:
TS-4
SHEET OF

K:\PL\Projects\2\2137\ Meyers Road Extension\design_CD\2137_Signal.dwg
Feb 28, 2019 12:22pm

Clackamas County

MaxTime Timing Shee

4 Phase, Ph 1 LT FYA

Administration

Cross Black_White.jpg

Unit Information

Controller ID	7649
Main St.	Beavercreek Rd
Side St.	Meyers Rd

Adapter	IP Address	Subnet Mask	Default Gateway	ARP	DHCP
1	10.43.76.49	255.255.0.0	10.43.0.1	Disable	
2	10.43.76.49	255.255.0.0	10.43.0.1	Disable	

Serial Ports:

Port	Description	Function	Address	Baud	Bits	Stop	Parity	Flow	CTS	RTS
1	Port 2/C21S	None	1	9600	8	1	None	None	0	0
2	Aux_P3/C22S	None	1	9600	8	1	None	None	0	0
3	SDLC Port 1	None	1	9600	8	1	None	None	0	0
4	Com A/C50S	None	1	9600	8	1	None	None	0	0
5	FIO	None	1	9600	8	1	None	None	0	0
6	DISPLAY/C60M	None	1	9600	8	1	None	None	0	0
7	SP7	None	1	9600	8	1	None	None	0	0
8	SP8/Com B	None	1	9600	8	1	None	None	0	0

Unit Parameters

Startup Flash	1	Auto Ped Clr	Enable	Red Revert	5.0	Backup Time	600	Ext Mode	Disable
All Red Exit	0	Grn Flash Freq.	60	Yel Flash Freq.	60	MCE Enable	Enable	Free Seq.	1
MCE Seq.	1	Start Yellow	0.0	Start Red	0.0	Start Clear Hold	8		

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	13	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	4	10	1	1	1	10	1	6	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	2.3	2.0	0.0	0.0	0.0	2.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	20	40	0	0	0	40	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	25	45	0	0	0	45	0	40	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.5	4.3	3.0	3.0	3.0	4.3	3.0	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.5	0.5	0.0	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.5	2.0	0.0	0.0	0.0	2.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	30	50	0	0	0	50	0	45	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	5.0	5.0	0.0	0.0	0.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	1	5,6		0	NBL
2	Green Walk	1	5,6		0	SB
3	Phase Not On	1	7,8		0	
4	Phase Not On	1	7,8		0	
5	Phase Not On	2	1,2		0	
6	Green Walk	2	1,2		0	NB
7	Phase Not On	2	3,4		0	
8	Phase Not On	2	3,4		0	EB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	

21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	
37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Sequence Configuration

Sequence 1

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 9

Ring	Phases
1	1,2,a,3,4,b

Sequence 10

Ring	Phases
1	2,1,a,3,4,b

Sequence 11

Ring	Phases
1	1,2,a,4,3,b

Sequence 12

Ring	Phases
1	2,1,a,4,3,b

2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 13

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	

Sequence 14

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	

Sequence 15

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	

Sequence 16

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	

Sequence 13

11	
12	
13	
14	
15	
16	

Sequence 14

11	
12	
13	
14	
15	
16	

Sequence 15

11	
12	
13	
14	
15	
16	

Sequence 16

11	
12	
13	
14	
15	
16	

Sequence 17

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 18

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 19

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 20

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Vehicle Detection Parameters

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0	2	0	0.0	0.0	0	0	0	0	0	I1
2	2	0		0	0.0	0.0	0	0	0	0	0	I2U
3	2	0		0	0.0	0.0	0	0	0	0	0	I2L
4	2	0		0	0.0	0.0	0	0	0	0	0	I3U

5	2	0		0	0.0	0.0	0	0	0	0	0	I3L
6	2	0		0	0.0	0.0	0	0	0	0	0	I4
7	3	0		0	0.0	0.0	0	0	0	0	0	I5
8	4	0		0	0.0	0.0	0	0	0	0	0	I6U
9	4	0		0	0.0	0.0	0	0	0	0	0	I6L
10	4	0		0	0.0	0.0	0	0	0	0	0	I7U
11	4	0		0	0.0	0.0	0	0	0	0	0	I7L
12	4	0		0	0.0	0.0	0	0	0	0	0	I8
13	1	0	2	0	0.0	0.0	0	0	0	0	0	I9U
14	3	0		0	0.0	0.0	0	0	0	0	0	I9L
15	5	0		0	0.0	0.0	0	0	0	0	0	J1
16	6	0		0	0.0	0.0	0	0	0	0	0	J2U
17	6	0		0	0.0	0.0	0	0	0	0	0	J2L
18	6	0		0	0.0	0.0	0	0	0	0	0	J3U
19	6	0		0	0.0	0.0	0	0	0	0	0	J3L
20	6	0		0	0.0	0.0	0	0	0	0	0	J4
21	7	0		0	0.0	0.0	0	0	0	0	0	J5
22	8	0		0	6.0	2.0	0	0	0	0	0	J6U - EB RT Adv
23	8	0		0	0.0	2.0	0	0	0	0	0	J6L - EB LT Adv
24	8	0		0	10.0	0.0	0	0	0	0	0	J7U - EB RT Stopbar
25	8	0		0	2.0	0.0	0	0	0	0	0	J7L - EB LT Stopbar
26	8	0		0	2.0	0.0	0	0	0	0	0	J8 - EB Bike
27	5	0		0	0.0	0.0	0	0	0	0	0	J9U
28	7	0		0	0.0	0.0	0	0	0	0	0	J9L
29	0	0		0	0.0	0.0	0	0	0	0	0	
30	0	0		0	0.0	0.0	0	0	0	0	0	
31	0	0		0	0.0	0.0	0	0	0	0	0	
32	0	0		0	0.0	0.0	0	0	0	0	0	
33	0	0		0	0.0	0.0	0	0	0	0	0	
34	0	0		0	0.0	0.0	0	0	0	0	0	
35	0	0		0	0.0	0.0	0	0	0	0	0	
36	0	0		0	0.0	0.0	0	0	0	0	0	
37	0	0		0	0.0	0.0	0	0	0	0	0	
38	0	0		0	0.0	0.0	0	0	0	0	0	
39	0	0		0	0.0	0.0	0	0	0	0	0	
40	0	0		0	0.0	0.0	0	0	0	0	0	
41	0	0		0	0.0	0.0	0	0	0	0	0	
42	0	0		0	0.0	0.0	0	0	0	0	0	
43	0	0		0	0.0	0.0	0	0	0	0	0	
44	0	0		0	0.0	0.0	0	0	0	0	0	
45	0	0		0	0.0	0.0	0	0	0	0	0	
46	0	0		0	0.0	0.0	0	0	0	0	0	
47	0	0		0	0.0	0.0	0	0	0	0	0	
48	0	0		0	0.0	0.0	0	0	0	0	0	
49	0	0		0	0.0	0.0	0	0	0	0	0	
50	0	0		0	0.0	0.0	0	0	0	0	0	
51	0	0		0	0.0	0.0	0	0	0	0	0	
52	0	0		0	0.0	0.0	0	0	0	0	0	
53	0	0		0	0.0	0.0	0	0	0	0	0	
54	0	0		0	0.0	0.0	0	0	0	0	0	
55	0	0		0	0.0	0.0	0	0	0	0	0	
56	0	0		0	0.0	0.0	0	0	0	0	0	
57	0	0		0	0.0	0.0	0	0	0	0	0	
58	0	0		0	0.0	0.0	0	0	0	0	0	
59	0	0		0	0.0	0.0	0	0	0	0	0	
60	0	0		0	0.0	0.0	0	0	0	0	0	
61	0	0		0	0.0	0.0	0	0	0	0	0	
62	0	0		0	0.0	0.0	0	0	0	0	0	
63	0	0		0	0.0	0.0	0	0	0	0	0	
64	0	0		0	0.0	0.0	0	0	0	0	0	
65	0	0		0	0.0	0.0	0	0	0	0	0	
66	0	0		0	0.0	0.0	0	0	0	0	0	
67	0	0		0	0.0	0.0	0	0	0	0	0	
68	0	0		0	0.0	0.0	0	0	0	0	0	

69	0	0		0	0.0	0.0	0	0	0	0	0	
70	0	0		0	0.0	0.0	0	0	0	0	0	
71	0	0		0	0.0	0.0	0	0	0	0	0	
72	0	0		0	0.0	0.0	0	0	0	0	0	

Vehicle Detection Options

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Passage																				
Queue																				
Call																				
Terminate																				

Detector	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Passage																				
Queue																				
Call																				
Terminate																				

Detector	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Passage																				
Queue																				
Call																				
Terminate																				

Detector	61	62	63	64	65	66	67	68	69	70	71	72
Volume Detector												
Occupancy												
Yellow Lock Call												
Red Lock call												
Passage												
Queue												
Call												
Terminate												

Data Collection Period	60

Pedestrian Detectors

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
1	0	0	0	0	0
2	2	2	0	0	0
3	0	0	0	0	0
4	4	0	0	0	0
5	0	0	0	0	0
6	6	6	0	0	0
7	0	0	0	0	0
8	8	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0

Det	Call Phase	Call Ovlp	No Act	Max Presence	Erratic Count
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	0	0	0	0	0
29	0	0	0	0	0
30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0	0	0

15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0

35	0	0	0	0	0
36	0	0	0	0	0
37	0	0	0	0	0
38	0	0	0	0	0
39	0	0	0	0	0
40	0	0	0	0	0

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	Custom 1	1		0	0.0	0.0	0	0	0	0	0.0	Off	
2	Normal	2		0	0.0	0.0	0	0	0	0	0.0	Off	
3	Custom 1	3		0	0.0	0.0	0	0	0	0	0.0	Off	
4	Normal	4		0	0.0	0.0	0	0	0	0	0.0	Off	
5	Custom 1	5		0	0.0	0.0	0	0	0	0	0.0	Off	
6	Normal	6		0	0.0	0.0	0	0	0	0	0.0	Off	
7	Custom 1	7		0	0.0	0.0	0	0	0	0	0.0	Off	
8	Normal	8		0	0.0	0.0	0	0	0	0	0.0	Off	
9	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
10	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
11	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
12	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
13	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
14	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
15	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
16	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
17	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
18	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
19	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
20	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
21	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
22	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
23	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
24	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
25	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
26	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
27	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
28	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
29	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
30	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
31	Off			0	0.0	0.0	0	0	0	0	0.0	Off	
32	Off			0	0.0	0.0	0	0	0	0	0.0	Off	

Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode
Automatic	Shortway (Auto)	Per Pattern	Per Pattern

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	0	0	0	0	0	0	Yel	Inh	1	1	1
2	0	0	0	0	0	0	Yel	Inh	1	1	1
3	0	0	0	0	0	0	Yel	Inh	1	1	1
4	0	0	0	0	0	0	Yel	Inh	1	1	1
5	0	0	0	0	0	0	Yel	Inh	1	1	1
6	0	0	0	0	0	0	Yel	Inh	1	1	1
7	0	0	0	0	0	0	Yel	Inh	1	1	1
8	0	0	0	0	0	0	Yel	Inh	1	1	1
9	0	0	0	0	0	0	Yel	Inh	1	1	1
10	0	0	0	0	0	0	Yel	Inh	1	1	1
11	0	0	0	0	0	0	Yel	Inh	1	1	1
12	0	0	0	0	0	0	Yel	Inh	1	1	1
13	0	0	0	0	0	0	Yel	Inh	1	1	1
14	0	0	0	0	0	0	Yel	Inh	1	1	1
15	0	0	0	0	0	0	Yel	Inh	1	1	1
16	0	0	0	0	0	0	Yel	Inh	1	1	1

17	0	0	0	0	0	0	Yel	Inh	1	1	1
18	0	0	0	0	0	0	Yel	Inh	1	1	1
19	0	0	0	0	0	0	Yel	Inh	1	1	1
20	0	0	0	0	0	0	Yel	Inh	1	1	1
21	0	0	0	0	21	1	Yel	Max1	1	1	1
22	0	0	0	0	22	1	Yel	Max2	1	1	1
23	0	0	0	0	0	0	Yel	Inh	1	1	1
24	0	0	0	0	0	0	Yel	Inh	1	1	1
25	0	0	0	0	0	0	Yel	Inh	1	1	1
26	0	0	0	0	0	0	Yel	Inh	1	1	1
27	0	0	0	0	0	0	Yel	Inh	1	1	1
28	0	0	0	0	0	0	Yel	Inh	1	1	1
29	0	0	0	0	0	0	Yel	Inh	1	1	1
30	0	0	0	0	0	0	Yel	Inh	1	1	1
31	0	0	0	0	0	0	Yel	Inh	1	1	1
32	0	0	0	0	0	0	Yel	Inh	1	1	1
33	0	0	0	0	0	0	Yel	Inh	1	1	1
34	0	0	0	0	0	0	Yel	Inh	1	1	1
35	0	0	0	0	0	0	Yel	Inh	1	1	1
36	0	0	0	0	0	0	Yel	Inh	1	1	1
37	0	0	0	0	0	0	Yel	Inh	1	1	1
38	0	0	0	0	0	0	Yel	Inh	1	1	1
39	0	0	0	0	0	0	Yel	Inh	1	1	1
40	0	0	0	0	0	0	Yel	Inh	1	1	1
41	0	0	0	0	0	0	Yel	Inh	1	1	1
42	0	0	0	0	0	0	Yel	Inh	1	1	1
43	0	0	0	0	0	0	Yel	Inh	1	1	1
44	0	0	0	0	0	0	Yel	Inh	1	1	1
45	0	0	0	0	0	0	Yel	Inh	1	1	1
46	0	0	0	0	0	0	Yel	Inh	1	1	1
47	0	0	0	0	0	0	Yel	Inh	1	1	1
48	0	0	0	0	0	0	Yel	Inh	1	1	1
49	0	0	0	0	0	0	Yel	Inh	1	1	1
50	0	0	0	0	0	0	Yel	Inh	1	1	1
51	0	0	0	0	0	0	Yel	Inh	1	1	1
52	0	0	0	0	0	0	Yel	Inh	1	1	1
53	0	0	0	0	0	0	Yel	Inh	1	1	1
54	0	0	0	0	0	0	Yel	Inh	1	1	1
55	0	0	0	0	0	0	Yel	Inh	1	1	1
56	0	0	0	0	0	0	Yel	Inh	1	1	1
57	0	0	0	0	0	0	Yel	Inh	1	1	1
58	0	0	0	0	0	0	Yel	Inh	1	1	1
59	0	0	0	0	0	0	Yel	Inh	1	1	1
60	0	0	0	0	0	0	Yel	Inh	1	1	1
61	0	0	0	0	0	0	Yel	Inh	1	1	1
62	0	0	0	0	0	0	Yel	Inh	1	1	1
63	0	0	0	0	0	0	Yel	Inh	1	1	1
64	0	0	0	0	0	0	Yel	Inh	1	1	1
65	0	0	0	0	0	0	Yel	Inh	1	1	1
66	0	0	0	0	0	0	Yel	Inh	1	1	1
67	0	0	0	0	0	0	Yel	Inh	1	1	1
68	0	0	0	0	0	0	Yel	Inh	1	1	1
69	0	0	0	0	0	0	Yel	Inh	1	1	1
70	0	0	0	0	0	0	Yel	Inh	1	1	1
71	0	0	0	0	0	0	Yel	Inh	1	1	1
72	0	0	0	0	0	0	Yel	Inh	1	1	1
73	0	0	0	0	0	0	Yel	Inh	1	1	1
74	0	0	0	0	0	0	Yel	Inh	1	1	1
75	0	0	0	0	0	0	Yel	Inh	1	1	1
76	0	0	0	0	0	0	Yel	Inh	1	1	1
77	0	0	0	0	0	0	Yel	Inh	1	1	1
78	0	0	0	0	0	0	Yel	Inh	1	1	1
79	0	0	0	0	0	0	Yel	Inh	1	1	1

80	0	0	0	0	0	0	Yel	Inh	1	1	1
81	0	0	0	0	0	0	Yel	Inh	1	1	1
82	0	0	0	0	0	0	Yel	Inh	1	1	1
83	0	0	0	0	0	0	Yel	Inh	1	1	1
84	0	0	0	0	0	0	Yel	Inh	1	1	1
85	0	0	0	0	0	0	Yel	Inh	1	1	1
86	0	0	0	0	0	0	Yel	Inh	1	1	1
87	0	0	0	0	0	0	Yel	Inh	1	1	1
88	0	0	0	0	0	0	Yel	Inh	1	1	1
89	0	0	0	0	0	0	Yel	Inh	1	1	1
90	0	0	0	0	0	0	Yel	Inh	1	1	1
91	0	0	0	0	0	0	Yel	Inh	1	1	1
92	0	0	0	0	0	0	Yel	Inh	1	1	1
93	0	0	0	0	0	0	Yel	Inh	1	1	1
94	0	0	0	0	0	0	Yel	Inh	1	1	1
95	0	0	0	0	0	0	Yel	Inh	1	1	1
96	0	0	0	0	0	0	Yel	Inh	1	1	1
97	0	0	0	0	0	0	Yel	Inh	1	1	1
98	0	0	0	0	0	0	Yel	Inh	1	1	1
99	0	0	0	0	0	0	Yel	Inh	1	1	1
100	0	0	0	0	0	0	Yel	Inh	1	1	1
101	0	0	0	0	0	0	Yel	Inh	1	1	1
102	0	0	0	0	0	0	Yel	Inh	1	1	1
103	0	0	0	0	0	0	Yel	Inh	1	1	1
104	0	0	0	0	0	0	Yel	Inh	1	1	1
105	0	0	0	0	0	0	Yel	Inh	1	1	1
106	0	0	0	0	0	0	Yel	Inh	1	1	1
107	0	0	0	0	0	0	Yel	Inh	1	1	1
108	0	0	0	0	0	0	Yel	Inh	1	1	1
109	0	0	0	0	0	0	Yel	Inh	1	1	1
110	0	0	0	0	0	0	Yel	Inh	1	1	1
111	0	0	0	0	0	0	Yel	Inh	1	1	1
112	0	0	0	0	0	0	Yel	Inh	1	1	1
113	0	0	0	0	0	0	Yel	Inh	1	1	1
114	0	0	0	0	0	0	Yel	Inh	1	1	1
115	0	0	0	0	0	0	Yel	Inh	1	1	1
116	0	0	0	0	0	0	Yel	Inh	1	1	1
117	0	0	0	0	0	0	Yel	Inh	1	1	1
118	0	0	0	0	0	0	Yel	Inh	1	1	1
119	0	0	0	0	0	0	Yel	Inh	1	1	1
120	0	0	0	0	0	0	Yel	Inh	1	1	1
121	0	0	0	0	0	0	Yel	Inh	1	1	1
122	0	0	0	0	0	0	Yel	Inh	1	1	1
123	0	0	0	0	0	0	Yel	Inh	1	1	1
124	0	0	0	0	0	0	Yel	Inh	1	1	1
125	0	0	0	0	0	0	Yel	Inh	1	1	1
126	0	0	0	0	0	0	Yel	Inh	1	1	1
127	0	0	0	0	0	0	Yel	Inh	1	1	1
128	0	0	0	0	0	0	Yel	Inh	1	1	1

Split Parameters

Split 1		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None

Split 2		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None

12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 3		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 4		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 7		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 8		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 9

Split 10

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None

Split 9

PH.	Time	Coord PH	Ref PH	Mode
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 10

PH.	Time	Coord PH	Ref PH	Mode
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 11

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 12

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 13

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 14

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 15

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None

Split 16

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0			None

3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 17		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 18		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Ring	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Offset																

Day Plan 1

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				

Day Plan 2

Month of Year						Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		

Day Plan 3

Month of Year						Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		

Day Plan 4

Month of Year						Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		

Day Plan 5

Month of Year						Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		

Day Plan 6

Month of Year						Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		

Day Plan 7

Month of Year						Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		

Day Plan 8

Month of Year						Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		

Day Plan 9

Month of Year						Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		

Day Plan 10

Month of Year						Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	

J	A	S	O	N	D																										

17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Day Plan 11

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Day Plan 12

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Day Plan 13

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Day Plan 14

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Day Plan 15

Month of Year						Days of Week							Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Day Plan 1

Event	Hour	Min.	Act
1	0	0	21
2	7	0	22
3	16	15	21
4	0	0	
5	0	0	

Day Plan 2

Event	Hour	Min.	Act
1	0	0	21
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan 3

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	

Day Plan 1

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	

Day Plan 6

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	

Day Plan 7

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	

Day Plan 8

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	

7	0	0	
8	0	0	
9	0	0	
10	0	0	

7	0	0	
8	0	0	
9	0	0	
10	0	0	

7	0	0	
8	0	0	
9	0	0	
10	0	0	

7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 10

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 11

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 12

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 13

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 14

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 15

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 16

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 17

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 18

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 19

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 20

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions

		Aux.			Special Functions						
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											
11	None											
12	None											
13	None											
14	None											
15	None											
16	None											
17	None											
18	None											
19	None											

Actions

		Aux.			Special Functions						
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
33	None											
34	None											
35	None											
36	None											
37	None											
38	None											
39	None											
40	None											
41	None											
42	None											
43	None											
44	None											
45	None											
46	None											
47	None											
48	None											
49	None											
50	None											
51	None											

20	None										
21	Pattern 21										
22	Pattern 22										
23	None										
24	None										
25	None										
26	None										
27	None										
28	None										
29	None										
30	None										
31	None										
32	None										

52	None										
53	None										
54	None										
55	None										
56	None										
57	None										
58	None										
59	None										
60	None										
61	None										
62	None										
63	None										
64	None										

Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Link	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Min Duration	5	5	5	5	0	0	0	0
Min Green	3	3	3	3	0	0	0	0
Min Walk	0	0	0	0	0	0	0	0
Ent. Ped Clear	255	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0	0
Dwell Green	5	5	5	5	0	0	0	0
Max Presence	180	180	180	180	0	0	0	0
Enter Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Ent. Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5

Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Track Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	255	255	255	255	255	255	255	255
Exit Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem								
Not Overide Flash								
NotOverideNextPre								
Flash Dwell								

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Track phase								
Dwell Phase	2	4,7	1,6	8				
Dwell Ped								
Exit Phase								
Track Overlap								
Dwell overlap								
Cycling phase								
Cycling Ped								
Cycling Overlap								

IO Modules

IO Mod	TYPE
1	ODOT 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

Channel Configuration

Chan	Ctrl Type	Source
1	Olp	1
2	Olp	2
3	Phs Veh	3
4	Phs Veh	4
5	Phs Veh	5
6	Phs Veh	6
7	Phs Veh	7
8	Phs Veh	8
9	Olp	0
10	Olp	0

Chan	Ctrl Type	Source
11	Olp	0
12	Olp	0
13	Phs Ped	2
14	Phs Ped	4
15	Phs Ped	6
16	Phs Ped	8
17	Olp	0
18	Olp	0
19	None	0
20	None	0

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow																
Flash Red																
Alt Flash																
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow																
Flash Red																
Alt Flash																

Startup Clearance Hold Type

1=off, 2=On, 3=Flash and 4= Alt Flash

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red																
Yellow																
Green																
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Red																
Yellow																
Green																

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	notActive	On	Off	Off	Red
2	dltGrn	On	Off	Off	Red
3	PreGrn	Off	Off	On	Green
4	minGrn	Off	Off	On	Green
5	grnExt	Off	Off	On	Green
6	grnDwell	Off	Off	On	Green
7	preClear	Off	Off	On	Green
8	yelChange	Off	On	Off	Yellow
9	redClear	On	Off	Off	Red
10	redDwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red
12					

Pedestrian Intervals

Interval	Description	DWK	CLR	Wlk	Type
1	notActive	On	Off	Off	Dont Walk
2	dltPed	On	Off	Off	Dont Walk
3	walk	Off	Off	On	Walk
4	walkDwell	Off	Off	On	Walk
5	flashDtWlk	Flash	On	Off	Ped Clear
6	dWalk	On	Off	Off	Dont Walk
7					
8					

Countdown Display

Display	Addr	Phase	Time	Display	Addr	Phase	Time	Display	Addr	Phase	Time	Display	Addr	Phase	Time
1				9				17				25			
2				10				18				26			
3				11				19				27			
4				12				20				28			
5				13				21				29			
6				14				22				30			
7				15				23				31			
8				16				24				32			

Manual Control Phase Groups

Grp 1		Grp 2		Grp 3		Grp 4		Grp 5		Grp 6		Grp 7		Grp 8	
Ring	Ph	Ring	Ph	Ring	Ph	Ring	Ph	Ring	Ph	Ring	Ph	Ring	Ph	Ring	Ph
1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0
3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0
4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0
5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0
6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0
7	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0
8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0
9	0	9	0	9	0	9	0	9	0	9	0	9	0	9	0
10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0
11	0	11	0	11	0	11	0	11	0	11	0	11	0	11	0
12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0
13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0
14	0	14	0	14	0	14	0	14	0	14	0	14	0	14	0
15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0
16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0

Prioritor Settings

Prioritor	Priority Ph	Output Dly
1		0
2		0
3		0
4		0
5		0

Enabled	Lock Out Time
No	0

6		0
7		0
8		0

Loopback Functions

Func	Result Function Type	Index	Source Function Type	Index	Func	Result Function Type	Index	Source Function Type	Index
1					51				
2					52				
3					53				
4					54				
5					55				
6					56				
7					57				
8					58				
9					59				
10					60				
11					61				
12					62				
13					63				
14					64				
15					65				
16					66				
17					67				
18					68				
19					69				
20					70				
21					71				
22					72				
23					73				
24					74				
25					75				
26					76				
27					77				
28					78				
29					79				
30					80				
31					81				
32					82				
33					83				
34					84				
35					85				
36					86				
37					87				
38					88				
39					89				
40					90				
41					91				
42					92				
43					93				
44					94				
45					95				
46					96				
47					97				
48					98				
49					99				
50					100				

Peer Configuration

Ctrl	Peer ID	IP address	SNMP Port	Hot Port	Serial Port	Serial Addr.	Master Sect.	P2P TO	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	

4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	
21	0		161	80	0	0	0	15	
22	0		161	80	0	0	0	15	
23	0		161	80	0	0	0	15	
24	0		161	80	0	0	0	15	
25	0		161	80	0	0	0	15	
26	0		161	80	0	0	0	15	
27	0		161	80	0	0	0	15	
28	0		161	80	0	0	0	15	
29	0		161	80	0	0	0	15	
30	0		161	80	0	0	0	15	
31	0		161	80	0	0	0	15	
32	0		161	80	0	0	0	15	
33	0		161	80	0	0	0	15	
34	0		161	80	0	0	0	15	
35	0		161	80	0	0	0	15	
36	0		161	80	0	0	0	15	
37	0		161	80	0	0	0	15	
38	0		161	80	0	0	0	15	
39	0		161	80	0	0	0	15	
40	0		161	80	0	0	0	15	
41	0		161	80	0	0	0	15	
42	0		161	80	0	0	0	15	
43	0		161	80	0	0	0	15	
44	0		161	80	0	0	0	15	
45	0		161	80	0	0	0	15	
46	0		161	80	0	0	0	15	
47	0		161	80	0	0	0	15	
48	0		161	80	0	0	0	15	
49	0		161	80	0	0	0	15	
50	0		161	80	0	0	0	15	
51	0		161	80	0	0	0	15	
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254	0		161	80	0	0	0	15	
255	0		161	80	0	0	0	15	

Section Configuration

Section	Control	Poll	Req #	Fail Time	Algorithm Period	Description
1	None	60	1	300	240	
2	None	60	1	300	240	
3	None	60	1	300	240	
4	None	60	1	300	240	
5	None	60	1	300	240	
6	None	60	1	300	240	
7	None	60	1	300	240	
8	None	60	1	300	240	
9	None	60	1	300	240	
10	None	60	1	300	240	
11	None	60	1	300	240	
12	None	60	1	300	240	
13	None	60	1	300	240	
14	None	60	1	300	240	
15	None	60	1	300	240	
16	None	60	1	300	240	

User Program Info

Pgrm	Description
1	
2	
3	
4	
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6	
7	
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9	
10	
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12	
13	
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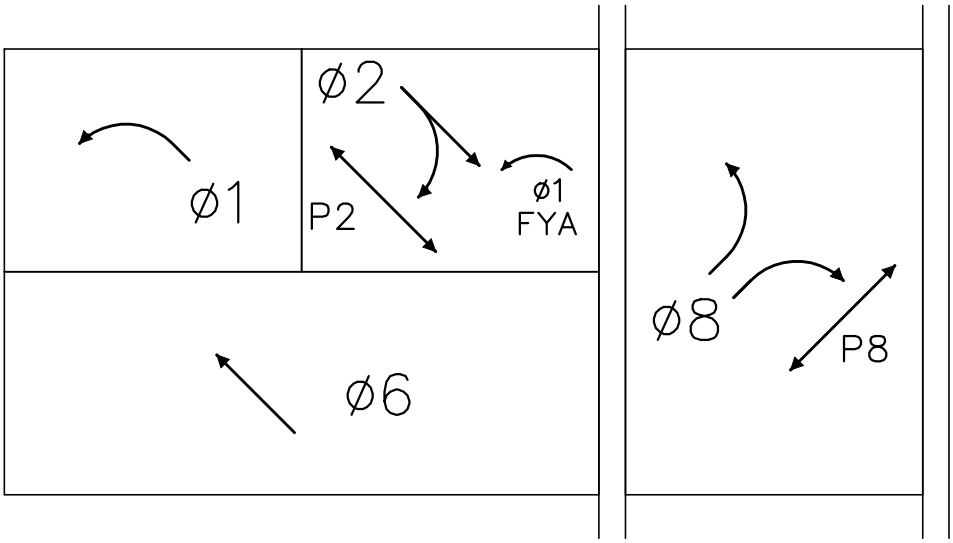
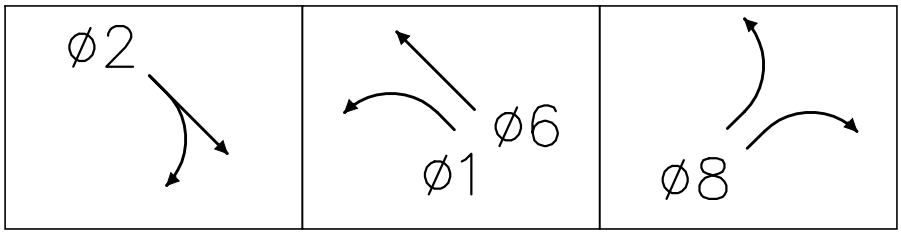


NORMAL PHASE ROTATION



EVA EVC EVD

FIRE PRE-EMPTION OPERATION

7649 BEAVERCREEK RD & MEYERS RD

REVISION	DATE	BY
NEW DWG	8/13	CS

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

150 BEAVERCREEK ROAD
OREGON CITY, OR 97045

CLACKAMAS COUNTY

APPROVAL DATE:

SCALE: N.T.S.

BEAVERCREEK RD & MEYERS
PHASE ROTATION

STANDARD DRAWING

LEGEND

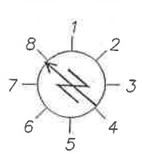
- (EX/WP) Retain and protect existing wood pole & luminaire (signal power source)
- (C/332) Install model HC11 controller in model 332 cabinet with riser frame, orient front (louvered) door as shown. Install at least 15' back from cross walk on Meyers Road
- (AW) Install 15"x14"x54" commercial meter pedestal, catalog #CMP 4111 MC-1-SS. Install 120/240 volt meter base for signals and illumination (see Special Provisions).
- (TC) Traffic signal poles shall have recessed terminal cabinets with Marathon #1112 or equal terminal blocks as connectors and copper neutral bar for neutral connections, per Clackamas County standards
- (TCTV) Install terminal cabinet for CCTV equipment on traffic signal pole
- (HPS) Install cobrahead-style luminaire, 250 watt high-pressure sodium type M-N-III, multi-tap ballast, 240 volt, full cut-off, flat lens
- (MP) Install Maintenance Pad (see ODOT Std. Dwg. TM434)
- (MPL/X) Install special (non-standard) traffic signal mast arm pole with luminaire pole extenstion (35' mounting height). See Special Provisions.
- (MP/X) Install special (non-standard) traffic signal mast arm pole (see Special Provisions)
- (MA/L) Install (L) foot traffic signal mast arm
- (LA/L) Install (L) foot luminaire mast arm (35 foot mounting height)
- (PP) Install pedestrian signal pedestal with frangible base
- (LP) Install luminaire pole
- (V/Ph) Install phase (Ph) vehicle signal with red and green LEDs (Dialight or Leotek brand)
- (VT/F) Install tenon for future vehicle signal
- (DC1/Ph) Install vehicle detection camera for phase (Ph) on luminaire arm (see Special Provisions)
- (DC2/Ph) Install vehicle detection camera for phase (Ph) on mast arm (see Special Provisions)
- (P/B/Ph) Install phase (Ph) pedestrian signal with filled hand/man symbol LED face (Dialight or Leotek brand), and 'H' style bracket with pushbutton
- (PE/1) Install photoelectric cell on pole (20-35 feet above pole base)
- (JB/2) Install 22" x 12" x 12" (min. dimension) precast concrete junction box
- (JB/2A) Install 22" x 12" x 12" (min. dimension) precast concrete junction box with concrete apron.
- (JB/3) Install 30" x 17" x 12" (min. dimension) precast concrete junction box
- (JB/3A) Install 30" x 17" x 12" (min. dimension) precast concrete junction box with concrete apron.
- (FN/Ch) Install channel (Ch), (N) barrel fire pre-emption detector unit
- (FF/Ch) Install channel (Ch) fire pre-emption detector feeder cable
- (AL/5L) Install aluminum left arrow "ONLY" sign
- (AL/5R) Install aluminum right arrow "ONLY" sign
- (AL/10) Install aluminum "LEFT TURN YIELD TO ONCOMING TRAFFIC" sign
- (SN/1) Install street name sign ("MEYERS RD")
- (SN/2) Install street name sign ("BEAVERCREEK RD")
- (X-N/G) Install (X), (N) conductor, No. (G) traffic signal cable (type 19-1 IMSA)
- (N/DC) Install (N), 6 twisted pair, 18 gauge shielded cable for detection cameras. (Belden 9556 or approved equivalent)
- (S) Install (S) inch electrical conduit
- (W) Install conduit and wire as required by power company
- (T) Install conduit and two phone lines as required by telephone company
- [N-C] Install (N) No. 8 type THWN (Signal system common)
- [N/G] Install (N) No. (G) type THWN or XHHW wires
- [N-G] Install (N) No. (G) gauge stranded bare copper grounding wire

H = Height shown
T = Type shown
L = Length shown
G = AWG size shown
Ph = Phase shown
N = Number shown

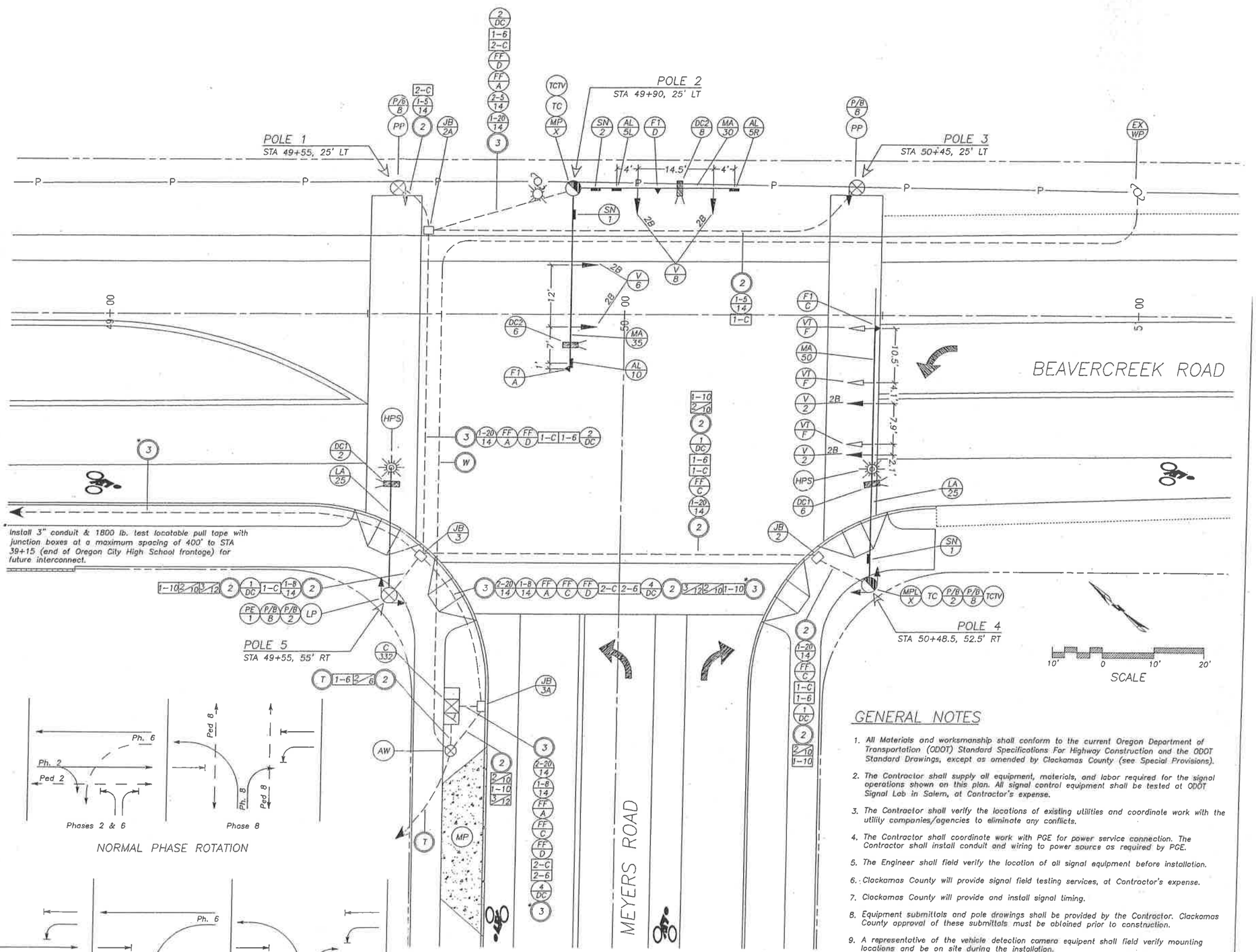
S = Size Shown
Ch = Channel shown
2 = 12" R, 12" Y, 12" G
B = Adjustable signal bracket (Tenon-mount Astro-Brac #AB-0149-L or approved equal.)

POLE ENTRANCE CHART

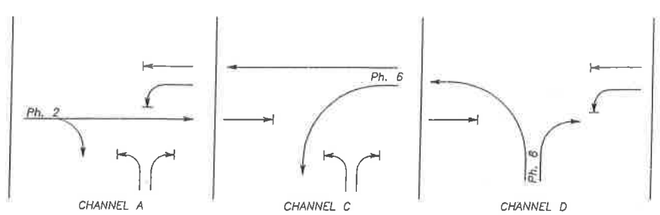
POLE	1	2	3	4	5
Terminal Cabinet	–	7	–	5	–
Pedestrian Signal	3	–	7	3/5	5/7
Pedestrian Pushbutton	5	–	5	1/7	1/3
Mast Arm	–	3/5	–	1	–
Luminaire Arm	–	–	–	1	1



Orientation looking down on pole



NORMAL PHASE ROTATION



FIRE PREEMPTION OPERATION

GENERAL NOTES

1. All Materials and worksmanship shall conform to the current Oregon Department of Transportation (ODOT) Standard Specifications For Highway Construction and the ODOT Standard Drawings, except as amended by Clackamas County (see Special Provisions).
2. The Contractor shall supply all equipment, materials, and labor required for the signal operations shown on this plan. All signal control equipment shall be tested at ODOT Signal Lab in Salem, at Contractor's expense.
3. The Contractor shall verify the locations of existing utilities and coordinate work with the utility companies/agencies to eliminate any conflicts.
4. The Contractor shall coordinate work with PGE for power service connection. The Contractor shall install conduit and wiring to power source as required by PGE.
5. The Engineer shall field verify the location of all signal equipment before installation.
6. Clackamas County will provide signal field testing services, at Contractor's expense.
7. Clackamas County will provide and install signal timing.
8. Equipment submittals and pole drawings shall be provided by the Contractor. Clackamas County approval of these submittals must be obtained prior to construction.
9. A representative of the vehicle detection camera equipent shall field verify mounting locations and be on site during the installation.

REGISTERED PROFESSIONAL ENGINEER 54653 OREGON OCT. 9, 2001 TODD E. MOBLEY
EXPIRES 12/31/2002

LANCASTER engineering
Union Station
800 NW Sixth Avenue, Suite 206
Portland, OR 97209
Phone 503.248.0313
Fax 503.248.9251

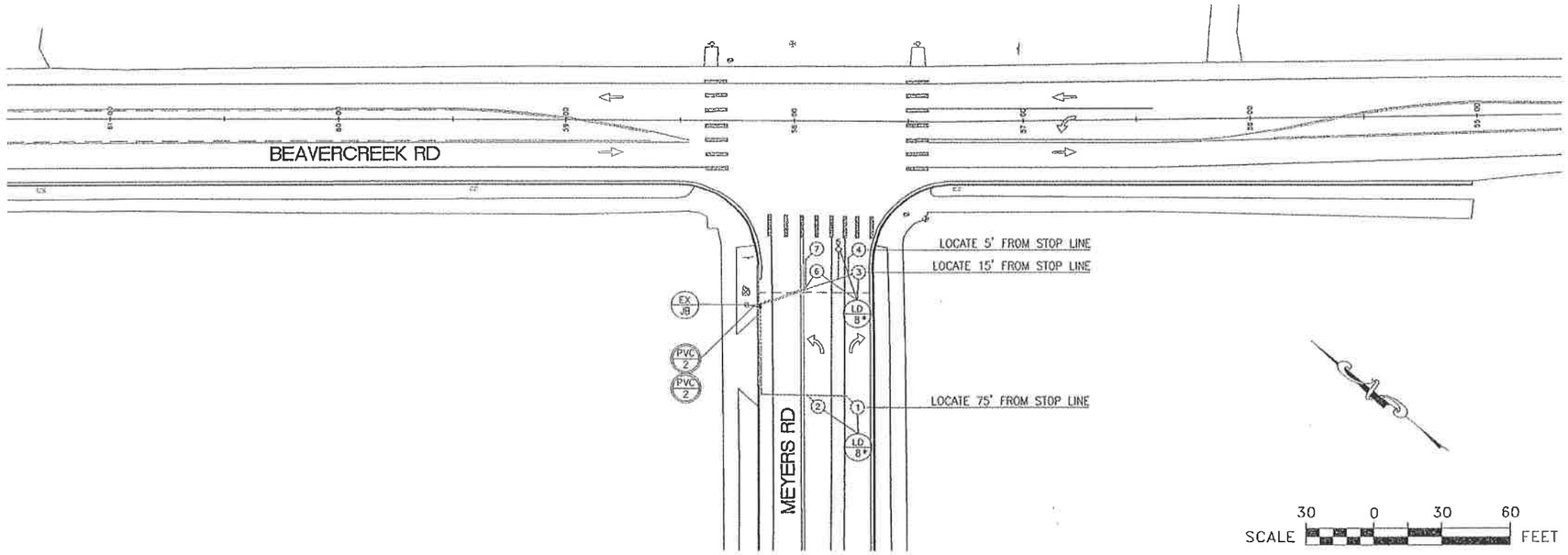
JOB No.	01134
DESIGNED BY:	TEM
DRAWN BY:	TEM
CHECKED BY:	TRL
DATE:	8/13/02

REV	BY	DESCRIPTION

BEAVERCREEK ROAD AT MEYERS ROAD
SIGNALIZATION & DETECTION PLAN

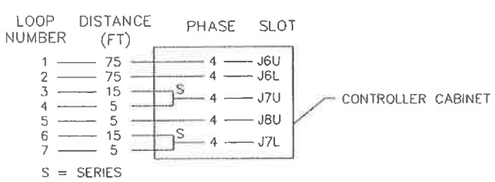
SCALE: 1"=10'

DRAWING NUMBER 1/.



LEGEND

- LD / PH* — INSTALL PHASE (PH = PHASE) 6' ROUND VEHICLE DETECTOR LOOP. *EXTEND LOOP WIRE INTO CONTROLLER CABINET.
- N / LW — INSTALL (N = NUMBER) PAIR OF LOOP WIRES.
- EX / LD — RETAIN AND PROTECT EXISTING LOOP DETECTOR.
- PVC / S — INSTALL 6" X 14" PVC CONDUIT SLEEVE STREET ENTRANCE WITH (S) INCH CONDUIT TO JUNCTION BOX.
- EX / CS — RETAIN AND PROTECT EXISTING STUB-OUT.
- EX / JB — RETAIN AND PROTECT EXISTING JUNCTION BOX.
- JB / 1A — INSTALL 17" X 10" X 12" (MIN. DIMENSION) PRECAST CONCRETE POLYMER JUNCTION BOX WITH CONCRETE APRON.
- EX / JB — INSTALL MODEL 2070L CONTROLLER.



S = SERIES

DISTANCE SHOWN IS FROM STOP LINE TO CENTER OF LOOP DETECTOR.

LOOP DETECTOR WIRING DIAGRAM

BID SET

REGISTERED PROFESSIONAL ENGINEER 65584PE OREGON JULY 15, 2003 VIKRAM RAGHUBANSH

EXPIRES: DEC. 31, 2010

CLACKAMAS COUNTY

BEAVERCREEK RD PRESERVATION:
HENRICI RD - MARJORIE LN
(CLACKAMAS CO)

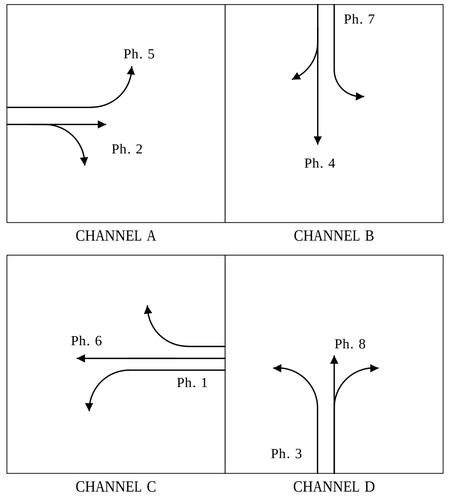
REVIEWED BY – BR
DESIGNED BY – TR
DRAFTED BY – TR

LOOP DETECTION REPLACEMENT PLAN

SHEET NO. TS-2

PROJECT NO. CI-3-22176

K:\CI 22176 BEAVERCREEK STIMULUS\dwg\signals & st\plrig.dwg



FIRE PREEMPTION OPERATION

#	Slot Number
Fn C1-##	Slot Function C1 Pin #
VD#	Voyage Detector #

"I"FILE		1	2	3	4	5	6	7	8	9
UPPER		PH1 C1-56 VD 1	PH2 C1-39 VD 9	PH2 C1-63 VD 11		PH3 C1-58 VD 3	PH4 C1-41 VD 14	PH4 C1-65 VD 16		PH1 C1-60 VD 2
LOWER			PH2 C1-43 VD 10	PH2 C1-76 VD 12			PH4 C1-45 VD 15	PH4 C1-78 VD 17		PH3 C1-62 VD 4

"J"FILE		1	2	3	4	5	6	7	8	9
UPPER		PH5 C1-55 VD 5	PH6 C1-40 VD 19	PH6 C1-64 VD 21		PH7 C1-57 VD 7	PH8 C1-42 VD 24	PH8 C1-66 VD 26		PH5 C1-59 VD 6
LOWER			PH6 C1-44 VD 20	PH6 C1-77 VD 22			PH8 C1-46 VD 25	PH8 C1-79 VD 27		PH7 C1-61 VD 8

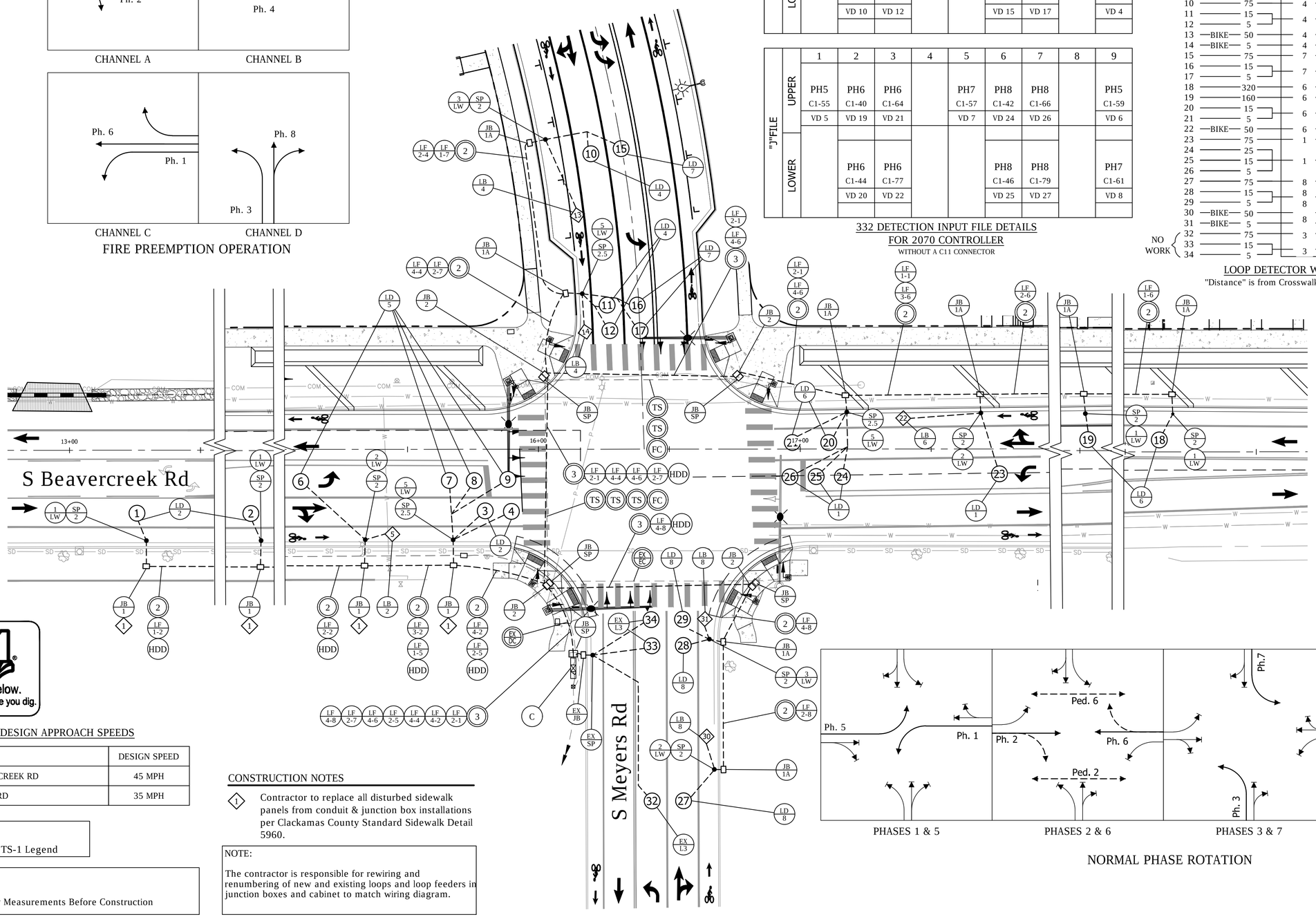
332 DETECTION INPUT FILE DETAILS
FOR 2070 CONTROLLER
WITHOUT A C11 CONNECTOR

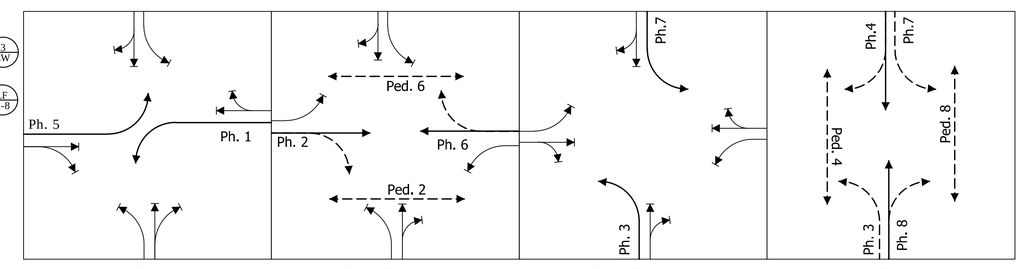
LOOP NO.	DISTANCE FEET	PHASE	SLOT	VOYAGE
1	320	2	I2U	9
2	160	2	I2L	10
3	15	2	I3U	11
4	5			
5	BIKE 50	2	I3L	12
6	75	5	J1U	5
7	25	5	J9U	6
8	15			
9	5			
10	75	4	I6U	14
11	15	4	I6L	15
12	5			
13	BIKE 50	4	I7U	16
14	BIKE 5	4	I7L	17
15	75	7	J5U	7
16	15	7	J9L	8
17	5			
18	320	6	J2U	19
19	160	6	J2L	20
20	15	6	J3U	21
21	5			
22	BIKE 50	6	J3L	22
23	75	1	I1U	1
24	25	1	I9U	2
25	15			
26	5			
27	75	8	J6U	24
28	15	8	J6L	25
29	5			
30	BIKE 50	8	J7U	26
31	BIKE 5		J7L	27
32	75	3	I5U	3
33	15	3	I9L	4
34	5			

NO WORK

CONTROLLER CABINET

LOOP DETECTOR WIRING DIAGRAM
"Distance" is from Crosswalk to center of loop in feet.





PHASES 1 & 5 | PHASES 2 & 6 | PHASES 3 & 7 | PHASES 4 & 8

NORMAL PHASE ROTATION

SCALE: 1"= 20'
20 10 0 20

811 Know what's below. Call before you dig.

DESIGN APPROACH SPEEDS

STREET	DESIGN SPEED
SW BEAVERCREEK RD	45 MPH
SW MEYER RD	35 MPH

NOTE:
See Sheets TS-1 Legend

NOTE:
Field Verify Measurements Before Construction

CONSTRUCTION NOTES

1. Contractor to replace all disturbed sidewalk panels from conduit & junction box installations per Clackamas County Standard Sidewalk Detail 5960.

NOTE:
The contractor is responsible for rewiring and renumbering of new and existing loops and loop feeders in junction boxes and cabinet to match wiring diagram.

REGISTERED PROFESSIONAL ENGINEER 74207PE OREGON July 8, 2008 FRED S. WISMER JR.
Digitally Signed Jul 20 2018 9:13 AM
EXPIRES: 06/30/20
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

OREGON CITY

PROJECT MANAGER: Fred Wismer, P.E.
FILE NUMBER:

KITTELSON & ASSOCIATES
851 SW 6TH AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.3320 F 503.273.8169

DESIGNED BY: Fred Wismer, P.E.
PROJECT NO: 22028
DATE: June 20,2018
SCALE: As Noted
DRAWN BY: Brad Cushman
REV.

Detection Plans
Villages at Beavercreek

OC Project#: SP 14-01
Oregon City, Oregon
Clackamas County
97977

REVISIONS
REV NO. DATE DESCRIPTION

DRAWING NUMBER:
TS-3
SHEET ____ OF ____

PLOT: 7/20/2018 8:45 AM
FILE NAME: H:\13\13700 - OREGON CITY BEAVERCREEK MXD-USE HOUSING\DESIGN_CD\13700_SIGNAL.DWG

Appendix D Queuing Analysis

Appendix D: Queueing Analysis

June 2020

Advantis Credit Union Corporate Headquarters

Project #: 24790

Intersection		Movement	Queue Storage (feet)	Future Queue Storage (feet)	95th-percentile Queue (feet)						Queue Storage Adequate?
					2020 Existing Conditions		2022 Background Conditions		2022 Total Conditions		
					AM	PM	AM	PM	AM	PM	
1	OR213/Molalla Ave	NB LT	630	630	475	400	500	450	500	475	Yes
		NB TH	1050	1050	200	125	375	200	375	225	Yes
		NB RT	100	100	50	<=25	50	<=25	50	<=25	Yes
		SB LT	530	530	275	100	1050	250	1050	250	No
		SB TH	-	-	150	400	200	450	200	475	Yes
		SB RT	350	350	125	200	150	225	150	225	Yes
		EB LT	100	100	175	200	175	225	175	225	No
		EB TH	310	310	200	125	375	200	375	200	No
		EB RT	215	215	175	550	150	500	175	500	No
		WB LT	270	270	50	200	50	150	50	150	Yes
		WB TH	310	310	125	200	150	300	150	325	No
		WB RT	425	425	50	150	75	275	75	275	Yes
2	OR213/Meyers Rd	NB LT	325	325	<=25	200	50	225	225	225	Yes
		NB TH	375	375	175	50	225	175	275	175	Yes
		NB TH/RT*		310			225	175	275	175	Yes
		SB LT		200			<=25	150	200	175	Yes
		SB TH	470	470	50	175	100	300	125	325	Yes
		SB RT	200	200	<=25	50	50	100	50	125	Yes
		EB LT	170	170	400	325	325	300	475	400	No
		EB TH**/RT	555	555	225	300	250	325	250	325	Yes
		WB LT		305			<=25	75	50	125	Yes
		WB TH		-			50	50	50	50	Yes
		WB RT		305			100	75	100	100	Yes
3	Future Western Site Access/Meyers Rd	SB LT/RT		-					<=25	<=25	Yes
		EB LT		100					<=25	<=25	Yes
		EB TH		-					<=25	<=25	Yes
		WB TH/RT		-					<=25	<=25	Yes
4	Future Eastern Site Access/Meyers Rd	SB LT/RT		-					<=25	<=25	Yes
		EB LT		100					<=25	<=25	Yes
		EB TH		-					<=25	<=25	Yes
		WB TH/RT		-					<=25	<=25	Yes
5	Meyers Rd/High School Avenue	NB LT/TH/RT	-	-	100	<=25	125	<=25	150	<=25	Yes
		SB LT/TH/RT	-	-	<=25	<=25	<=25	<=25	<=25	<=25	Yes
		EB LT	80	80	<=25	<=25	<=25	<=25	<=25	<=25	Yes
		EB TH/RT	-	-	<=25	<=25	50	<=25	50	<=25	Yes
		WB LT	80	80	50	<=25	50	<=25	50	<=25	Yes
		WB TH/RT	-	-	<=25	<=25	50	<=25	50	<=25	Yes
6	Beavercreek Rd/Meyers Rd	NB LT	100	100	50	<=25	400	100	425	125	No
		NB TH/RT*	1200	1200	500	75	1025	200	1025	200	Yes
		SB LT		100			<=25	50	<=25	50	Yes
		SB TH/RT	1800	1800	250	750	500	1400	525	1425	Yes
		EB LT	370	370	250	150	475	300	475	300	No
		EB TH**/RT	150	150	<=25	<=25	125	75	125	75	Yes
		WB LT		110			<=25	<=25	<=25	<=25	Yes
		WB TH/RT		-			75	50	75	50	Yes

*RT movement under future scenarios

**TH movement under future scenarios

Queues are rounded up to the nearest vehicle length (approximately 25 feet).

Appendix E ODOT Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at OR-213, Cascade Hwy #160 & Molalla Ave / Douglas Lp
January 1, 2015 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	0	1	1	0	1
REAR-END	0	2	2	4	0	2	1	3	1	3	1	4	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2017 TOTAL	0	3	3	6	0	3	1	3	3	4	2	6	0	1
YEAR: 2016														
REAR-END	0	1	3	4	0	1	0	1	3	3	1	4	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	0	1	1	1	1	2	0	0
2016 TOTAL	0	1	5	6	0	1	0	2	4	4	2	6	0	0
YEAR: 2015														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	4	1	5	0	4	0	4	0	5	0	5	0	0
TURNING MOVEMENTS	0	2	1	3	0	5	0	2	1	1	2	3	0	0
2015 TOTAL	0	7	2	9	0	10	0	7	1	7	2	9	0	0
FINAL TOTAL	0	11	10	21	0	14	1	12	8	15	6	21	0	1

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

160 CASCADE HWY SOUTH

Intersectional Crashes at OR-213, Cascade Hwy #160 & Molalla Ave / Douglas Lp
January 1, 2015 through December 31, 2017

SER# INVEST UNLOC?	S P E D	E A L C	D R U G / M J	S C H L	W O R K	DATE DAY/TIME *LAT/LONG*	COUNTY CITY URBAN AREA	RD# CMPT/MLG MILEPNT LRS	FC	CONN # FIRST STREET SECOND STREET INTERSECTION	SEQ#	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
03506	N	N	N			08/28/2015	CLACKAMAS	1	14			INTER	CROSS	N		N	CLR	01	NONE 0	STRGHT											29
NONE			N			Fri 4P	OREGON CITY	MN	0	CASCADE HY SOUTH		N		TRF SIGNAL		N	DRY			N S									000		00
							PORTLAND UA	3.59		MOLALLA AVE		06	0			N	DAY		UNKNOWN		01	DRVR	NONE	00	M	UNK		026	000		29
No	*45 19*		*25.01*	*-122 34*		*43.78*		016000100S00			1															UNK					
																		02	NONE 0	STOP											
																			PRVTE	N S									011		00
																			PSNGR CAR		01	DRVR	INJC	45	M	OR-Y		000	000		00
																										OR<25					
02368	N	N	N			05/26/2016	CLACKAMAS	1	14			INTER	CROSS	N		N	CLD	01	NONE 9	STRGHT											29
NONE			N			Thu 7P	OREGON CITY	MN	0	CASCADE HY SOUTH		N		TRF SIGNAL		N	DRY		N/A	N S									000		00
							PORTLAND UA	3.59		MOLALLA AVE		06	0			N	DUSK		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	*45 19*		*25.01*	*-122 34*		*43.78*		016000100S00			1															UNK					
																		02	NONE 9	STOP											
																			N/A	N S									012		00
																			PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																										UNK					
02844	N	N	N			06/23/2016	CLACKAMAS	1	14			INTER	CROSS	N		N	RAIN	01	NONE 9	STRGHT											29
NONE			N			Thu 5P	OREGON CITY	MN	0	CASCADE HY SOUTH		N		TRF SIGNAL		N	WET		N/A	N S									000		00
							PORTLAND UA	3.59		MOLALLA AVE		06	0			N	DAY		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	*45 19*		*25.01*	*-122 34*		*43.78*		016000100S00			1															UNK					
																		02	NONE 9	STOP											
																			N/A	N S									011		00
																			PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																										UNK					
05295	N	N	N	N	N	11/14/2016	CLACKAMAS	1	14			INTER	CROSS	N		N	RAIN	01	NONE 9	STRGHT											29
CITY			N			Mon 1P	OREGON CITY	MN	0	CASCADE HY SOUTH		N		TRF SIGNAL		N	WET		N/A	N S									000		00
							PORTLAND UA	3.59		MOLALLA AVE		06	0			N	DAY		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	*45 19*		*25.01*	*-122 34*		*43.78*		016000100S00			1															UNK					
																		02	NONE 9	STOP											
																			N/A	N S									011		00
																			PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
																										UNK					
00812	N	N	N			03/01/2017	CLACKAMAS	1	14			INTER	CROSS	N		N	CLR	01	NONE 9	STRGHT											29
NONE			N			Wed 8A	OREGON CITY	MN	0	CASCADE HY SOUTH		N		TRF SIGNAL		N	DRY		N/A	N S									000		00
							PORTLAND UA	3.59		MOLALLA AVE		06	0			N	DAWN		PSNGR CAR		01	DRVR	NONE	00	U	UNK		000	000		00
No	*45 19*		*25.01*	*-122 34*		*43.78*		016000100S00			1															UNK					

160 CASCADE HWY SOUTH

Intersectional Crashes at OR-213, Cascade Hwy #160 & Molalla Ave / Douglas Lp
January 1, 2015 through December 31, 2017

SER# / INVEST / UNLOC?	SPEDC	DRUG/ALCJL	SWCHLK	DATE / DAY/TIME / LAT/LONG	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP / (MEDIAN) LEGS / (#LANES)	INT-REL / TRAF-CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE / N/A	9 STOP / N S								011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK	000	000		00
05579	N	N	N	12/26/2017	CLACKAMAS	1	14		INTER	CROSS	N		Y	SNOW FIX OBJ	01	NONE	9 STRGHT										124,040	10
NONE			N	Tue 12A	OREGON CITY	MN	0	CASCADE HY SOUTH	E		TRF SIGNAL		N	ICE FIX		N/A	W E								001		00
					PORTLAND UA	3.59		MOLALLA AVE	04	0			N	DARK PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK	000	000		00
No	*45 19*			*25.01 -122 34 43.78*		016000100S00		1																				
01966	N	N	N	03/05/2015	CLACKAMAS	1	14		INTER	CROSS	N		N	CLR S-1STOP	01	NONE	0 STRGHT											29
NONE			N	Thu 9A	OREGON CITY	MN	0	CASCADE HY SOUTH	SE		TRF SIGNAL		N	DRY REAR		PRVTE	SE NW								000		00
					PORTLAND UA	3.59		MOLALLA AVE	06	0			N	DAY INJ		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y / OR<25	026	000		29
No	*45 19*			*25.01 -122 34 43.78*		016000100S00		1																				
															02	NONE / PRVTE	0 STOP / SE NW								011		00
																PSNGR CAR		01	DRVR	INJC	21	F	OR-Y / OR<25	000	000		00
02826	N	N	N	07/13/2015	CLACKAMAS	1	14		INTER	CROSS	N		N	UNK S-1STOP	01	NONE	0 STRGHT											29
NONE			N	Mon 6P	OREGON CITY	MN	0	CASCADE HY SOUTH	S		TRF SIGNAL		N	UNK REAR		UNKN	S N								000		00
					PORTLAND UA	3.59		MOLALLA AVE	06	0			N	DAY PDO		UNKNOWN		01	DRVR	NONE	00	F	OR-Y / UNK	026	000		29
No	*45 19*			*25.01 -122 34 43.78*		016000100S00		1																				
															02	NONE / PRVTE	0 STOP / S N								012		00
																PSNGR CAR		01	DRVR	NONE	56	M	OR-Y / OR<25	000	000		00
86482	Y	N	N	N N 09/18/2016	CLACKAMAS	1	14		INTER	CROSS	N		N	CLD ANGL-STP	01	NONE	9 TURN-R											01
STATE			N	Sun 1P	OREGON CITY	MN	0	CASCADE HY SOUTH	S		TRF SIGNAL		N	DRY TURN		N/A	NW S								000		00
					PORTLAND UA	3.59		MOLALLA AVE	06	0			N	DAY PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK	000	000		00
No	*45 19*			*25.01 -122 34 43.78*		016000100S00		1																				
															02	NONE / N/A	9 STOP / S N								012		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK	000	000		00
02010	N	N	N	05/23/2017	CLACKAMAS	1	14		INTER	CROSS	N		N	CLR S-1STOP	01	NONE	9 STRGHT											29
NONE			N	Tue 2P	OREGON CITY	MN	0	CASCADE HY SOUTH	S		TRF SIGNAL		N	DRY REAR		N/A	S N								000		00
					PORTLAND UA	3.59		MOLALLA AVE	06	0			N	DAY PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK	000	000		00
No	*45 19*			*25.01 -122 34 43.78*		016000100S00		1																				

160 CASCADE HWY SOUTH

Intersectional Crashes at OR-213, Cascade Hwy #160 & Molalla Ave / Douglas Lp
January 1, 2015 through December 31, 2017

SER# / INVEST / UNLOC?	SPEED / ALCHL / DRUG / CMJ / SLM / HRK / WOR	DATE / DAY / TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF-CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
													02	NONE 9	STOP											
														N/A	S N									011		00
														PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
																					UNK					
04825	N N N N N	11/16/2017	CLACKAMAS	1	14		INTER	CROSS	N		N CLD	S-1STOP	01	NONE 1	STRGHT											22,29
CITY	N	Thu 9A	OREGON CITY	MN	0	CASCADE HY SOUTH	S		TRF SIGNAL		N WET	REAR		PRVTE	S N									000		22
			PORTLAND UA	3.59		N DOUGLAS LP	06	0			N DAY	INJ		SEMI TOW		01	DRVR	NONE	28	F	OR-Y	017,026	000		29
No	*45 19 25.01 -122 34 43.78*			016000100S00		1															OR>25					
													02	NONE 0	STOP											
														PRVTE	S N									011		00
														PSNGR CAR		01	DRVR	INJC	56	F	OR-Y	000	000		00
																					OR<25					
00108	N N N	01/07/2017	CLACKAMAS	1	14		INTER	CROSS	N		N SNOW	ANGL-STP	01	NONE 0	TURN-R										124	08
NO RPT	N	Sat 4P	OREGON CITY	MN	0	CASCADE HY SOUTH	NW		TRF SIGNAL		N ICE	TURN		PRVTE	N NW									000	124	00
			PORTLAND UA	3.59		MOLALLA AVE	06	0			N DAY	INJ		PSNGR CAR		01	DRVR	NONE	70	M	OR-Y	001	017			08
No	*45 19 25.01 -122 34 43.78*			016000100S00		1															OR<25					
													02	NONE 0	STOP											
														PRVTE	NW SE									011		00
														PSNGR CAR		01	DRVR	INJC	68	M	OR-Y	000	000		00
																					OR<25					
00326	N N N	01/25/2015	CLACKAMAS	1	14		INTER	CROSS	N		N FOG	O-1 L-TURN	01	NONE 0	STRGHT											04
NONE	N	Sun 8P	OREGON CITY	MN	0	CASCADE HY SOUTH	CN		TRF SIGNAL		N DRY	TURN		PRVTE	N S									000		00
			PORTLAND UA	3.59		MOLALLA AVE	01	0			N DLIT	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y	020	000			04
No	*45 19 25.01 -122 34 43.78*			016000100S00		1															OR<25					
													02	NONE 0	TURN-L											
														PRVTE	S SW									000		00
														PSNGR CAR		01	DRVR	NONE	46	F	OR-Y	000	000		00
																					OR<25					
04072	N N N	10/03/2015	CLACKAMAS	1	14		INTER	CROSS	N		N CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
NONE	N	Sat 11A	OREGON CITY	MN	0	CASCADE HY SOUTH	CN		TRF SIGNAL		N DRY	TURN		PRVTE	N S									000		00
			PORTLAND UA	3.59		MOLALLA AVE	01	0			N DAY	INJ		PSNGR CAR		01	DRVR	INJC	53	F	OR-Y	000	000		00
No	*45 19 25.01 -122 34 43.78*			016000100S00		1															OR<25					
													02	NONE 0	TURN-L											
														PRVTE	S NW									000		00
														PSNGR CAR		01	DRVR	INJB	52	M	OR-Y	028,004	000		02
																					OR<25					
																02	PSNG	INJB	51	F		000	000		00

160 CASCADE HWY SOUTH

Intersectional Crashes at OR-213, Cascade Hwy #160 & Molalla Ave / Douglas Lp
January 1, 2015 through December 31, 2017

SER# / INVEST / UNLOC?	SPEED / ALCHOL / DRUG / SCHOOL / HAZMT / WORK	DATE / DAY / TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC / CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR / OWNER / VEH TYPE	QTY	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
05340	N N N	12/12/2015	CLACKAMAS	1	14	INTER	CROSS	N	N	UNK	O-1 L-TURN	01	NONE	0	TURN-L											04
NO RPT	N	Sat 7P	OREGON CITY	MN	0 CASCADE HY SOUTH	CN		TRF SIGNAL	N	WET	TURN		PRVTE		S W									000		00
			PORTLAND UA	3.59	MOLALLA AVE	01	0		N	DLIT	INJ		PSNGR CAR			01	DRVR	NONE	56	F	OR-Y		003	000		04
No	*45 19 25.01 -122 34 43.78*			016000100S00	1																OR<25					
												02	NONE	0	STRGHT											
													PRVTE		N S									000		00
													PSNGR CAR			01	DRVR	INJB	53	M	OR-Y		000	000		00
																					OR<25					
																02	PSNG	INJB	18	M			000	000		00
03566	N N N	09/01/2015	CLACKAMAS	1	14	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	0	STRGHT											04
NONE	N	Tue 2P	OREGON CITY	MN	0 CASCADE HY SOUTH	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE		NW SE									000		00
			PORTLAND UA	3.59	MOLALLA AVE	02	0		N	DAY	INJ		PSNGR CAR			01	DRVR	NONE	43	M	OR-Y		000	000		00
No	*45 19 25.01 -122 34 43.78*			016000100S00	1																OR<25					
												02	NONE	0	STRGHT											
													PRVTE		S N									000		00
													PSNGR CAR			01	DRVR	INJB	27	M	OR-Y		020	000		04
																					OR<25					
05532	N N N	11/28/2016	CLACKAMAS	1	14	INTER	CROSS	N	N	RAIN	S-1TURN	01	NONE	9	TURN-R											08
NONE	N	Mon 5A	OREGON CITY	MN	0 CASCADE HY SOUTH	CN		UNKNOWN	N	WET	TURN		N/A		S E									000		00
			PORTLAND UA	3.59	N DOUGLAS LP	04	0		N	DLIT	PDO		PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
No	*45 19 25.01 -122 34 43.78*			016000100S00	1																UNK					
												02	NONE	9	STRGHT											
													N/A		S N									000		00
													PSNGR CAR			01	DRVR	NONE	00	U	UNK		000	000		00
																					UNK					

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

Intersectional Crashes at OR-213, Cascade Hwy #160 & Molalla Ave / Douglas Lp

January 1, 2015 through December 31, 2017

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC / TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00129	N	N	N	N	N	01/13/2015	16	CASCADE HY SOUTH	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
CITY			N			Tue 11A	0	MOLALLA AVE	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE								000			00
No	*45*	*19*	*25.01*			*-122 34 43.78*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	65	F	OR-Y OR<25	026	000			29
															02	NONE 0	STOP											
																PRVTE	NW SE								011			00
																PSNGR CAR		01	DRVR	INJC	86	F	OR-Y OR<25	000	000			00
00034	N	N	N			01/03/2016	16	CASCADE HY SOUTH	INTER	CROSS	N	N	SNOW	S-1STOP	01	NONE 0	STRGHT										124	29
NONE			N			Sun 12P	0	MOLALLA AVE	NW		TRF SIGNAL	N	ICE	REAR		PRVTE	NW SE								000			00
No	*45*	*19*	*25.01*			*-122 34 43.78*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y OR<25	026	000			29
															02	NONE 0	STOP											
																PRVTE	NW SE								011			00
																PSNGR CAR		01	DRVR	INJC	28	M	OR-Y OR<25	000	000			00
00452	N	N	N			02/03/2017	14	CASCADE HY SOUTH	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE			N			Fri 1P	0	MOLALLA AVE	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE								000			00
No	*45*	*19*	*25.01*			*-122 34 43.78*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y OR<25	026	000			29
															02	NONE 0	STOP											
																PRVTE	NW SE								011			00
																PSNGR CAR		01	DRVR	INJC	29	F	OR-Y OR<25	000	000			00
02361	N	N	N			06/15/2015	19	CASCADE HY SOUTH	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	29
NONE			N			Mon 5P	0	N DOUGLAS LP	SE		STOP SIGN	N	DRY	REAR		PRVTE	SE NW								000			00
No	*45*	*19*	*25.01*			*-122 34 43.78*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	60	F	OR-Y OR<25	026	000			29
															02	NONE 0	STOP											
																PRVTE	SE NW								011	013		00
																PSNGR CAR		01	DRVR	INJC	58	M	OR-Y OR<25	000	000			00
															03	NONE 0	STOP											
																PRVTE	SE NW								022			00
																PSNGR CAR		01	DRVR	NONE	52	F	OR-Y OR<25	000	000			00

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at OR-213, Cascade Hwy #160 & Meyers Rd
January 1, 2015 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2017 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2016														
PEDESTRIAN	0	1	0	1	0	1	0	0	1	0	1	1	0	0
REAR-END	0	2	3	5	0	4	0	2	3	4	1	5	0	0
TURNING MOVEMENTS	0	3	1	4	0	5	0	3	1	3	1	4	0	0
2016 TOTAL	0	6	4	10	0	10	0	5	5	7	3	10	0	0
YEAR: 2015														
REAR-END	0	2	2	4	0	2	0	4	0	4	0	4	0	0
2015 TOTAL	0	2	2	4	0	2	0	4	0	4	0	4	0	0
FINAL TOTAL	0	9	7	16	0	13	0	11	5	13	3	16	0	0

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

160 CASCADE HWY SOUTH

Intersectional Crashes at OR-213, Cascade Hwy #160 & Meyers Rd
January 1, 2015 through December 31, 2017

SER# / INVEST / UNLOC?	SPEED / ALCOHOL / DRUG / SCHOOL / WORK	DATE / DAY / TIME / LAT/LONG	COUNTY / CITY / URBAN AREA	RD# / CMPT / MILEPNT / LRS	FC / MLG / CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF-CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR / OWNER / VEH TYPE	QTY	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01480	N N N	04/21/2015	CLACKAMAS	1	14	INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE	0	STRGHT									013	29
NONE	N	Tue 8A	OREGON CITY	MN	0 CASCADE HY SOUTH	SE		TRF SIGNAL		N	DRY	REAR		PRVTE		SE NW								000		00
			PORTLAND UA	3.81	MEYERS RD	06	0			N	DAY	INJ		PSNGR CAR			01	DRVR	NONE	46	M	OR-Y	026	000		29
No		*45 19 13.68 -122 34 38.97*		016000100S00	1																	OR>25				
													02	NONE	0	STOP										
														UNKN		SE NW								011	013	00
														PSNGR CAR			01	DRVR	NONE	55	M	OR-Y	000	000		00
																						OR<25				
													03	NONE	0	STOP										
														PRVTE		SE NW								022		00
														PSNGR CAR			01	DRVR	NONE	33	M	OR-Y	000	000		00
																						OR<25				
																	02	PSNG	INJC	30	F		000	000		00
02898	N N N	07/18/2015	CLACKAMAS	1	14	INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE	0	STRGHT									013	29
NO RPT	N	Sat 7P	OREGON CITY	MN	0 CASCADE HY SOUTH	SE		TRF SIGNAL		N	DRY	REAR		PRVTE		SE NW								000		00
			PORTLAND UA	3.81	MEYERS RD	06	0			N	DAY	INJ		PSNGR CAR			01	DRVR	NONE	47	F	OTH-Y	026	038		29
No		*45 19 13.68 -122 34 38.97*		016000100S00	1																	N-RES				
																	02	PSNG	INJC	15	F		000	000		00
													02	NONE	0	STOP										
														PRVTE		SE NW								011	013	00
														PSNGR CAR			01	DRVR	NONE	33	M	OR-Y	000	000		00
																						OR<25				
													03	NONE	0	STOP										
														PRVTE		SE NW								022		00
														PSNGR CAR			01	DRVR	NONE	33	M	OR-Y	000	000		00
																						OR<25				
03157	N N N	08/04/2015	CLACKAMAS	1	14	INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE	0	STRGHT										29
NONE	N	Tue 7A	OREGON CITY	MN	0 CASCADE HY SOUTH	SE		TRF SIGNAL		N	DRY	REAR		PRVTE		SE NW								000		00
			PORTLAND UA	3.81	MEYERS RD	06	0			N	DAY	PDO		PSNGR CAR			01	DRVR	NONE	19	M	OR-Y	026	000		29
No		*45 19 13.68 -122 34 38.97*		016000100S00	1																	OR>25				
													02	NONE	0	STOP										
														PRVTE		SE NW								011		00
														PSNGR CAR			01	DRVR	NONE	00	M	UNK	000	000		00
																						OR>25				
01244	N N N	04/02/2017	CLACKAMAS	1	14	INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE	0	STRGHT										29
NONE	N	Sun 10A	OREGON CITY	MN	0 CASCADE HY SOUTH	SE		TRF SIGNAL		N	DRY	REAR		PRVTE		SE NW								000		00
			PORTLAND UA	3.81	MEYERS RD	06	0			N	DAY	INJ		PSNGR CAR			01	DRVR	NONE	54	M	OR-Y	026	000		29
No		*45 19 13.68 -122 34 38.97*		016000100S00	1																	OR<25				

160 CASCADE HWY SOUTH

Intersectional Crashes at OR-213, Cascade Hwy #160 & Meyers Rd
January 1, 2015 through December 31, 2017

SER# INVEST UNLOC?	SPEDC	ALCJ	DRUGMLK	SWOR	DATE DAY/TIME LAT/LONG	COUNTY CITY URBAN AREA	RD# CMPT/MLG MILEPNT LRS	FC	CONN # FIRST STREET SECOND STREET INTERSECTION SEQ#	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE 0 PRVTE	STOP SE NW									012		00
																	PSNGR CAR		01	DRVR	INJC	20	F	OR-Y OR<25		000	000		00
05663 NONE	N	N	N		12/08/2017 Fri 3P	CLACKAMAS OREGON CITY	1 MN	14 0	CASCADE HY SOUTH	INTER SE	3-LEG	N TRF SIGNAL	N	CLR DRY	S-1STOP REAR	01	NONE 9 N/A	STRGHT SE NW									000		29 00
						PORTLAND UA	3.81		MEYERS RD	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
No					45 19 13.68 -122 34 38.97		016000100S00		1															UNK				
																02	NONE 9 N/A	STOP SE NW									011		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
																								UNK				
05276 CITY	N	N	N	N	N 11/13/2016 Sun 5P	CLACKAMAS OREGON CITY	1 MN	14 0	CASCADE HY SOUTH	INTER SW	3-LEG	N TRF SIGNAL	N	RAIN WET	PED PED	01	NONE 0 PRVTE	TURN-R SW SE									016		02,19 00
						PORTLAND UA	3.81		MEYERS RD	06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	78	M	OR-Y OR<25	029	000		02
No					45 19 13.68 -122 34 38.97		016000100S00		1																				
																		STRGHT NW SE	01	CONV	INJC	21	M		01	000	035		19
04608 NO RPT	N	N	N		10/06/2016 Thu 8P	CLACKAMAS OREGON CITY	1 MN	14 0	CASCADE HY SOUTH	INTER NW	3-LEG	N TRF SIGNAL	N	RAIN WET	O-1 L-TURN TURN	01	NONE 9 N/A	TURN-L SE SW									000		02,08 00
						PORTLAND UA	3.81		MEYERS RD	01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
No					45 19 13.68 -122 34 38.97		016000100S00		1															UNK				
																02	NONE 9 N/A	STRGHT NW SE									000		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
																								UNK				
01102 NO RPT	N	N	N		02/29/2016 Mon 7A	CLACKAMAS OREGON CITY	1 MN	14 0	CASCADE HY SOUTH	INTER NW	3-LEG	N TRF SIGNAL	N	RAIN WET	S-1STOP REAR	01	NONE 9 N/A	STRGHT NW SE									000		29 00
						PORTLAND UA	3.81		MEYERS RD	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
No					45 19 13.68 -122 34 38.97		016000100S00		1															UNK				
																02	NONE 9 N/A	STOP NW SE									011		00
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
																								UNK				
01300 NO RPT	N	N	N		03/19/2016 Sat 3P	CLACKAMAS OREGON CITY	1 MN	14 0	CASCADE HY SOUTH	INTER NW	3-LEG	N TRF SIGNAL	N	CLR DRY	S-1STOP REAR	01	NONE 9 N/A	STRGHT NW SE									000		29 00
						PORTLAND UA	3.81		MEYERS RD	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
No					45 19 13.68 -122 34 38.97		016000100S00		1															UNK				

160 CASCADE HWY SOUTH

Intersectional Crashes at OR-213, Cascade Hwy #160 & Meyers Rd
January 1, 2015 through December 31, 2017

SER# / INVEST / UNLOC?	SPEC LIMIT / DRUG / ALCHOL	DATE / DAY / TIME / LAT/LONG	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF-CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
													02	NONE / N/A	9 / STOP / NW SE									011		00
														PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK	000	000		00
00376	N N N	01/14/2016	CLACKAMAS	1	14		INTER	3-LEG	N		N CLR	O-1 L-TURN	01	NONE	0 / STRGHT										013	02
NO RPT	N	Thu 12P	OREGON CITY	MN	0	CASCADE HY SOUTH	CN		TRF SIGNAL		N DRY	TURN		PRVTE	NW SE									000		00
			PORTLAND UA	3.81		MEYERS RD	01	0			N DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y / OR<25	000	000		00
No	45 19 13.68 -122 34 38.97			016000100S00		1																				
													02	NONE / PRVTE	0 / TURN-L / SE SW									000	013	00
														PSNGR CAR		01	DRVR	INJC	57	F	OR-Y / OR<25	028,004	000		02
													03	NONE / PRVTE	0 / STOP / SW NW									011	013	00
														PSNGR CAR		01	DRVR	INJC	19	F	OTH-Y / OR<25	000	000		00
													04	NONE / PRVTE	0 / STOP / SW NW									022		00
														PSNGR CAR		01	DRVR	NONE	62	F	OTH-Y / N-RES	000	000		00
01006	N N N	03/02/2016	CLACKAMAS	1	14		INTER	3-LEG	N		N RAIN	S-1STOP	01	NONE	9 / STRGHT											29
NO RPT	N	Wed 4P	OREGON CITY	MN	0	CASCADE HY SOUTH	CN		TRF SIGNAL		N WET	REAR		N/A	SE NW									000		00
			PORTLAND UA	3.81		MEYERS RD	01	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK	000	000		00
No	45 19 13.68 -122 34 38.97			016000100S00		1																				
													02	NONE / N/A	9 / STOP / SE NW									011		00
														PSNGR CAR		01	DRVR	NONE	00	U	UNK / UNK	000	000		00
02355	N N N N N	05/25/2016	CLACKAMAS	1	14		INTER	3-LEG	N		N CLD	O-1 L-TURN	01	NONE	0 / STRGHT											02
CITY	N	Wed 2P	OREGON CITY	MN	0	CASCADE HY SOUTH	CN		TRF SIGNAL		N DRY	TURN		PRVTE	NW SE									000		00
			PORTLAND UA	3.81		MEYERS RD	01	0			N DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y / OR<25	000	000		00
No	45 19 13.68 -122 34 38.97			016000100S00		1																				
													02	NONE / PRVTE	0 / TURN-L / SE SW									000		00
														PSNGR CAR		01	DRVR	INJB	54	F	OR-Y / OR<25	028,004	000		02

160 CASCADE HWY SOUTH

Intersectional Crashes at OR-213, Cascade Hwy #160 & Meyers Rd
January 1, 2015 through December 31, 2017

SER# / INVEST / UNLOC?	SPEED / ALCHOL / DRUG / SCHOOL / WORK	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC	CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01992	N N N	05/03/2016	CLACKAMAS	1	14		INTER	3-LEG	N		N CLR	ANGL-OTH	01	NONE 0	TURN-R											02
NO RPT	N	Tue 6P	OREGON CITY	MN	0	CASCADE HY SOUTH	CN		TRF SIGNAL		N DRY	TURN		PRVTE	SW SE									016		00
			PORTLAND UA	3.81		MEYERS RD	03	0			N DAY	INJ		PSNGR CAR		01	DRVR	NONE	25	F	OR-Y		028	000		02
No	*45 19 13.68 -122 34 38.97*			016000100S00		1															OR<25					
													02	NONE 0	STRGHT											
														PRVTE	NW SE									000		00
														PSNGR CAR		01	DRVR	INJC	23	F	OR-Y		000	000		00
																					OR<25					
																02	PSNG	INJB	25	F			000	000		00

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

Intersectional Crashes at OR-213, Cascade Hwy #160 & Meyers Rd

January 1, 2015 through December 31, 2017

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC / TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02122	N	N	N			06/03/2015	16	CASCADE HY SOUTH	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE			N			Wed 8A	0	MEYERS RD	SW		L-GRN-SIG	N	DRY	REAR		PRVTE	SW NE									000		00
No	*45 19 13.68*					*-122 34 38.97*		1	06	0		N	DAY	PDO		UNKNOWN		01	DRVR	NONE	32	F	OR-Y OR<25		026	000		29
															02	NONE 0	STOP											
																PRVTE	SW NE									012		00
																PSNGR CAR		01	DRVR	NONE	39	F	OR-Y OR<25		000	000		00
01828	N	N	N			04/21/2016	14	CASCADE HY SOUTH	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NO RPT			N			Thu 7A	0	MEYERS RD	SW		TRF SIGNAL	N	DRY	REAR		PRVTE	SW NE									000		00
No	*45 19 13.68*					*-122 34 38.97*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y OR<25		026	000		29
															02	NONE 0	STOP											
																PRVTE	SW NE									011		00
																PSNGR CAR		01	DRVR	INJC	54	M	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	76	F			000	000		00
05502	N	N	N			11/26/2016	16	CASCADE HY SOUTH	INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE	STRGHT											29
NO RPT			N			Sat UNK	0	MEYERS RD	SW		TRF SIGNAL	N	WET	REAR		PRVTE	SW NE									000		00
No	*45 19 13.68*					*-122 34 38.97*		1	06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y OR>25		026	000		29
															02	NONE	STOP											
																PRVTE	SW NE									011		00
																PSNGR CAR		01	DRVR	INJC	65	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	50	F			000	000		00

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Meyers Rd & High School Ave
January 1, 2015 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Meyers Rd & Beavercreek Rd
January 1, 2015 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
REAR-END	0	1	1	2	0	2	0	2	0	1	1	2	0	0
2017 TOTAL	0	1	1	2	0	2	0	2	0	1	1	2	0	0
YEAR: 2016														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2016 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2015														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2015 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
FINAL TOTAL	0	3	1	4	0	4	0	4	0	3	1	4	0	0

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OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF OREGON CITY, CLACKAMAS COUNTY

Intersectional Crashes at Meyers Rd & Beavercreek Rd
January 1, 2015 through December 31, 2017

SER# INVEST UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE DAY/TIME LAT/LONG	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
04532	Y	N	N	N	N	10/03/2016	16	S BEAVERCREEK RD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	01,07,29
CITY			N			Mon 7A	0	MEYERS RD	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW								000			00
No						*45 19 11.14 -122 33 28.50*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y OR<25	047,043,026	000			01,07,29
															02	NONE 0	STOP								011	013		00
																PRVTE	SE NW											
																PSNGR CAR		01	DRVR	INJC	22	F	OR-Y OR<25	000	000			00
															03	NONE 0	STRGHT								000			00
																PRVTE	NW SE											
																PSNGR CAR		01	DRVR	NONE	38	M	OR-Y OR<25	000	000			00
															04	NONE 0	STOP								022			00
																PRVTE	SE NW											
																PSNGR CAR		01	DRVR	NONE	26	F	OR-Y OR<25	000	000			00
																		02	PSNG	NO<5	04	F		000	000			00
01589	N	N	N			03/07/2017	16	S BEAVERCREEK RD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE			N			Tue 8A	0	MEYERS RD	SE		TRF SIGNAL	N	DRY	REAR		PRVTE	SE NW								000			00
No						*45 19 11.14 -122 33 28.50*		1	06	0		N	DAWN	INJ		PSNGR CAR		01	DRVR	NONE	46	F	OR-Y OR<25	026	000			29
															02	NONE 0	STOP								012			00
																PRVTE	SE NW											
																PSNGR CAR		01	DRVR	INJC	53	M	OR-Y OR<25	000	000			00
																		02	PSNG	INJC	19	M		000	000			00
00827	N	N	N			03/02/2017	16	S BEAVERCREEK RD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NONE			N			Thu 10A	0	MEYERS RD	SW		TRF SIGNAL	N	DRY	REAR		N/A	NE SW								000			00
No						*45 19 11.14 -122 33 28.50*		1	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000			00
															02	NONE 9	STOP								011			00
																N/A	NE SW											
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000			00
01850	N	N	N	Y		05/15/2015	16	S BEAVERCREEK RD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE			N			Fri 7A	0	MEYERS RD	NW		TRF SIGNAL	N	DRY	REAR		PRVTE	NW SE								000			00
No						*45 19 11.14 -122 33 28.50*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	45	M	OR-Y OR<25	026	000			29
															02	NONE 0	STOP								011			00
																PRVTE	NW SE											
																PSNGR CAR		01	DRVR	INJC	40	F	OR-Y OR<25	000	000			00

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Appendix F Year 2022 Background Traffic Conditions Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: Molalla Ave/OR213

Control Type:	Signalized	Delay (sec / veh):	60.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

Intersection Setup

Name	OR213			OR213			Molalla Ave			CCC Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	630.00	100.00	100.00	530.00	100.00	350.00	100.00	100.00	100.00	270.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			20.00		
Grade [%]	0.00			0.00			-2.50			-2.50		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Molalla Ave			CCC Access		
Base Volume Input [veh/h]	385	975	63	463	473	174	106	254	218	20	92	94
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	7.00	3.00	3.00	11.00	6.00	4.00	7.00	5.00	14.00	9.00	19.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	47
Total Hourly Volume [veh/h]	385	975	63	463	473	174	106	254	174	20	92	47
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	268	17	127	130	48	29	70	48	5	25	13
Total Analysis Volume [veh/h]	423	1071	69	509	520	191	116	279	191	22	101	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	3			0			3			0		
v_di, Inbound Pedestrian Volume crossing m	3			0			3			0		
v_co, Outbound Pedestrian Volume crossing	0			0			1			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			1			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	70.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lag	-	-	Lead	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	4	10	0	4	10	0	4	6	4	4	6	0
Maximum Green [s]	34	54	0	26	36	0	12	22	34	12	22	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.7	3.5	3.5	4.7	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	0.7	0.5	0.5	0.7	0.0
Split [s]	38	48	0	30	40	0	16	26	38	16	26	0
Vehicle Extension [s]	2.3	4.5	0.0	2.3	4.5	0.0	2.3	2.3	2.3	2.3	2.3	0.0
Walk [s]	0	9	0	0	10	0	0	14	0	0	11	0
Pedestrian Clearance [s]	0	23	0	0	27	0	0	28	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.4	2.0	2.0	3.4	0.0
Minimum Recall	No	Yes		No	Yes		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	4.00	6.00	6.00	4.00	5.40	5.40	4.00	5.40	5.40
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	2.00	4.00	4.00	2.00	3.40	0.00	2.00	3.40	3.40
g_i, Effective Green Time [s]	31	52	52	26	47	47	14	21	56	2	9	9
g / C, Green / Cycle	0.26	0.43	0.43	0.22	0.39	0.39	0.12	0.17	0.46	0.02	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.24	0.31	0.04	0.29	0.16	0.12	0.07	0.16	0.12	0.01	0.06	0.04
s, saturation flow rate [veh/h]	1738	3418	1577	1767	3303	1536	1753	1796	1549	1612	1766	1355
c, Capacity [veh/h]	448	1478	682	382	1292	601	202	308	717	29	132	101
d1, Uniform Delay [s]	38.60	20.24	14.94	42.72	20.22	19.53	50.37	48.79	19.79	58.71	54.54	53.44
k, delay calibration	0.34	0.50	0.50	0.50	0.50	0.50	0.07	0.27	0.07	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.72	3.13	0.30	165.91	0.93	1.39	1.58	20.37	0.12	21.34	5.61	2.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.72	0.10	1.33	0.40	0.32	0.58	0.91	0.27	0.76	0.77	0.51
d, Delay for Lane Group [s/veh]	62.32	23.36	15.23	208.63	21.16	20.92	51.95	69.16	19.91	80.05	60.15	55.90
Lane Group LOS	E	C	B	F	C	C	D	E	B	F	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.69	9.26	0.87	27.82	4.06	3.01	3.37	9.84	3.25	0.85	3.25	1.61
50th-Percentile Queue Length [ft/ln]	342.26	231.38	21.84	695.52	101.58	75.27	84.20	246.02	81.30	21.22	81.30	40.15
95th-Percentile Queue Length [veh/ln]	19.76	14.24	1.57	41.96	7.31	5.42	6.06	14.99	5.85	1.53	5.85	2.89
95th-Percentile Queue Length [ft/ln]	493.96	356.11	39.31	1049.10	182.84	135.48	151.56	374.64	146.34	38.19	146.34	72.27

Movement, Approach, & Intersection Results

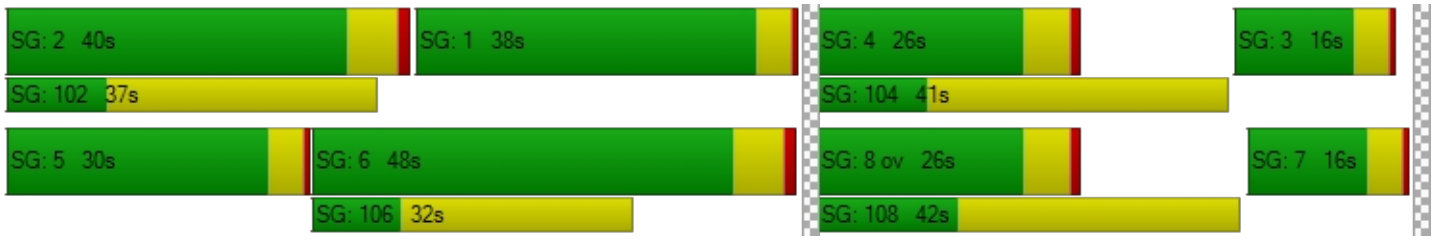
d_M, Delay for Movement [s/veh]	62.32	23.36	15.23	208.63	21.16	20.92	51.95	69.16	19.91	80.05	60.15	55.90
Movement LOS	E	C	B	F	C	C	D	E	B	F	E	E
d_A, Approach Delay [s/veh]	33.55			99.34			49.70			61.39		
Approach LOS	C			F			D			E		
d_I, Intersection Delay [s/veh]	60.24											
Intersection LOS	E											
Intersection V/C	0.889											

Other Modes

g_Walk,mi, Effective Walk Time [s]	18.0	15.0	14.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	2489.55	0.00	10979.30	0.00
d_p, Pedestrian Delay [s]	43.35	45.94	46.82	47.70
I_p,int, Pedestrian LOS Score for Intersection	3.032	3.074	2.588	2.386
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	567	343	343
d_b, Bicycle Delay [s]	25.35	30.82	41.17	41.19
I_b,int, Bicycle LOS Score for Intersection	2.849	2.566	2.599	1.926
Bicycle LOS	C	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Meyers Rd/OR213

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.599

Intersection Setup

Name	OR213			OR213			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	325.00	100.00	310.00	200.00	100.00	200.00	170.00	100.00	100.00	305.00	100.00	305.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	173	1036	88	48	475	83	278	78	118	20	22	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	7.00	3.00	3.00	9.00	9.00	5.00	3.00	5.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	55
Total Hourly Volume [veh/h]	173	1036	88	48	475	83	278	78	118	20	22	54
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	267	23	12	122	21	72	20	30	5	6	14
Total Analysis Volume [veh/h]	178	1068	91	49	490	86	287	80	122	21	23	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	53.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	10	0	4	10	0	4	10	0	4	10	0
Maximum Green [s]	41	63	0	5	27	0	20	29	0	26	30	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.0	0.0	3.5	4.0	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	1.0	0.0	0.5	1.0	0.0
Split [s]	45	67	0	11	33	0	24	34	0	8	18	0
Vehicle Extension [s]	2.3	4.5	0.0	2.3	4.5	0.0	2.3	2.3	0.0	2.3	2.3	0.0
Walk [s]	0	7	0	0	8	0	0	8	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	19	0	0	21	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00	6.00	6.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	4.00	4.00	0.00	4.00	4.00	0.00	3.00	0.00	3.00	3.00
g_i, Effective Green Time [s]	76	69	69	76	68	68	33	27	33	9	9
g / C, Green / Cycle	0.64	0.58	0.58	0.64	0.57	0.57	0.27	0.22	0.27	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.19	0.33	0.33	0.09	0.15	0.06	0.18	0.12	0.02	0.01	0.04
s, saturation flow rate [veh/h]	934	1795	1746	569	3360	1500	1605	1676	1245	1855	1577
c, Capacity [veh/h]	639	1034	1006	385	1899	848	512	371	303	144	123
d1, Uniform Delay [s]	3.75	7.76	7.78	5.10	7.09	6.66	38.11	41.36	32.89	51.69	52.93
k, delay calibration	0.09	0.50	0.50	0.50	0.50	0.50	0.48	0.07	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	2.25	2.34	0.68	0.33	0.24	4.21	0.76	0.06	0.31	1.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.57	0.57	0.13	0.26	0.10	0.56	0.54	0.07	0.16	0.46
d, Delay for Lane Group [s/veh]	3.96	10.02	10.11	5.78	7.42	6.90	42.32	42.12	32.95	52.00	54.54
Lane Group LOS	A	B	B	A	A	A	D	D	C	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.70	4.77	4.68	0.25	1.74	0.61	7.95	5.38	0.46	0.66	1.67
50th-Percentile Queue Length [ft/ln]	17.48	119.19	116.99	6.23	43.38	15.13	198.81	134.42	11.49	16.54	41.83
95th-Percentile Queue Length [veh/ln]	1.26	8.35	8.23	0.45	3.12	1.09	12.58	9.18	0.83	1.19	3.01
95th-Percentile Queue Length [ft/ln]	31.46	208.72	205.68	11.22	78.08	27.23	314.43	229.50	20.68	29.77	75.29

Movement, Approach, & Intersection Results

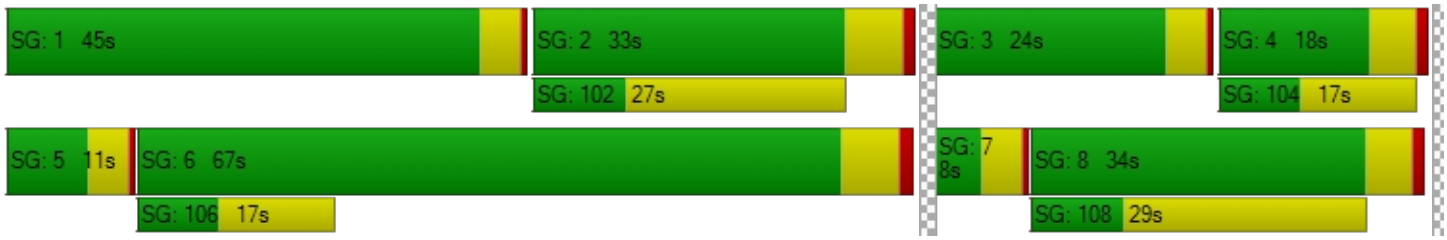
d_M, Delay for Movement [s/veh]	3.96	10.06	10.11	5.78	7.42	6.90	42.32	42.12	42.12	32.95	52.00	54.54
Movement LOS	A	B	B	A	A	A	D	D	D	C	D	D
d_A, Approach Delay [s/veh]	9.25			7.22			42.24			49.42		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	16.65											
Intersection LOS	B											
Intersection V/C	0.599											

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	11.0	12.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.60	49.50	48.60	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.896	3.015	2.402	2.370
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1017	450	483	217
d_b, Bicycle Delay [s]	14.50	36.04	34.50	47.70
I_b,int, Bicycle LOS Score for Intersection	2.663	2.075	2.366	1.815
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Meyers Rd/High School Ave

Control Type:	All-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	80.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	105	98	108	23	28	7	1	119	32	97	97	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	98	108	23	28	7	1	119	32	97	97	19
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	34	38	8	10	2	0	41	11	34	34	7
Total Analysis Volume [veh/h]	146	136	150	32	39	10	1	165	44	135	135	26
Pedestrian Volume [ped/h]	0			15			5			5		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	659	569	506	557	515	565
Degree of Utilization, x	0.66	0.14	0.00	0.38	0.26	0.28

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.88	0.49	0.01	1.73	1.04	1.17
95th-Percentile Queue Length [ft]	122.11	12.34	0.15	43.30	26.08	29.17
Approach Delay [s/veh]	18.29	10.37	12.97		11.84	
Approach LOS	C	B	B		B	
Intersection Delay [s/veh]	14.69					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Meyers Rd/Beavercreek Rd

Control Type:	Signalized	Delay (sec / veh):	44.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.955

Intersection Setup

Name	Beavercreek Rd			Beavercreek Rd			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	110.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beavercreek Rd			Beavercreek Rd			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	208	748	3	10	246	175	303	11	61	6	22	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	1.00	1.00	8.00	1.00	9.00	1.00	9.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	748	3	10	246	159	303	11	61	6	22	21
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	260	1	3	85	55	105	4	21	2	8	7
Total Analysis Volume [veh/h]	289	1039	4	14	342	221	421	15	85	8	31	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			1			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			1		
v_co, Outbound Pedestrian Volume crossing	0			0			0			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	10	0	4	10	0	4	10	0	4	10	0
Maximum Green [s]	20	70	0	20	70	0	20	40	0	20	40	0
Amber [s]	3.5	4.3	0.0	3.5	4.3	0.0	3.5	4.3	0.0	3.5	4.3	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	24	68	0	0	44	0	0	34	0	0	0	0
Vehicle Extension [s]	2.3	2.0	0.0	2.3	2.0	0.0	2.3	2.3	0.0	2.3	2.3	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.8	0.0	2.0	2.8	0.0	2.0	2.8	0.0	2.0	2.8	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	111	111	111	111	111	111	111	111
L, Total Lost Time per Cycle [s]	4.00	4.80	4.00	4.80	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.80	2.00	2.80	0.00	2.80	0.00	2.80
g_i, Effective Green Time [s]	20	63	1	45	33	28	33	9
g / C, Green / Cycle	0.18	0.57	0.01	0.41	0.29	0.25	0.29	0.08
(v / s)_i Volume / Saturation Flow Rate	0.16	0.56	0.01	0.34	0.27	0.06	0.01	0.03
s, saturation flow rate [veh/h]	1781	1869	1795	1649	1546	1639	1348	1731
c, Capacity [veh/h]	317	1067	23	669	508	410	430	134
d1, Uniform Delay [s]	44.77	23.12	54.52	29.76	37.74	33.26	27.93	48.92
k, delay calibration	0.34	0.36	0.07	0.06	0.50	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	24.81	18.70	15.23	1.64	14.48	0.19	0.01	1.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.98	0.61	0.84	0.83	0.24	0.02	0.45
d, Delay for Lane Group [s/veh]	69.58	41.82	69.75	31.40	52.22	33.45	27.94	50.34
Lane Group LOS	E	D	E	C	D	C	C	D
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.08	31.01	0.49	13.88	12.89	2.22	0.15	1.64
50th-Percentile Queue Length [ft/ln]	252.09	775.37	12.28	346.94	322.36	55.58	3.82	41.01
95th-Percentile Queue Length [veh/ln]	15.29	40.15	0.88	19.99	18.78	4.00	0.28	2.95
95th-Percentile Queue Length [ft/ln]	382.28	1003.71	22.11	499.68	469.59	100.05	6.88	73.81

Movement, Approach, & Intersection Results

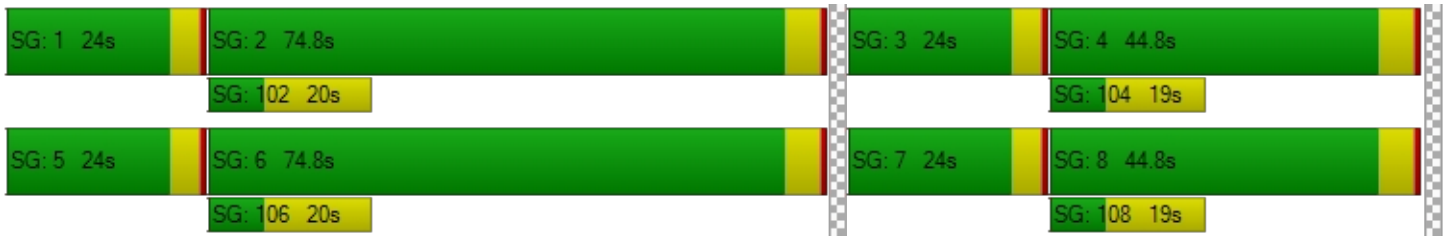
d_M, Delay for Movement [s/veh]	69.58	41.82	41.82	69.75	31.40	31.40	52.22	33.45	33.45	27.94	50.34	50.34
Movement LOS	E	D	D	E	C	C	D	C	C	C	D	D
d_A, Approach Delay [s/veh]	47.84			32.33			48.61			47.70		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	44.41											
Intersection LOS	D											
Intersection V/C	0.955											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	10598.22	0.00	12705.99
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.326	2.495	2.173	1.973
Crosswalk LOS	B	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1556	1556	889	889
d_b, Bicycle Delay [s]	2.22	2.22	13.89	13.89
I_b,int, Bicycle LOS Score for Intersection	3.757	2.538	2.419	1.672
Bicycle LOS	D	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Molalla Ave/OR213

Control Type:	Signalized	Delay (sec / veh):	37.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.856

Intersection Setup

Name	OR213			OR213			Molalla Ave			CCC Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	630.00	100.00	100.00	530.00	100.00	350.00	100.00	100.00	100.00	270.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			20.00		
Grade [%]	0.00			0.00			-2.50			-2.50		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Molalla Ave			CCC Access		
Base Volume Input [veh/h]	316	702	26	156	1032	257	134	129	535	88	204	347
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	5.00	2.00	4.00	1.00	2.00	10.00	2.00	2.00	7.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	107	0	0	174
Total Hourly Volume [veh/h]	316	702	26	156	1032	257	134	129	428	88	204	173
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	187	7	41	274	68	36	34	114	23	54	46
Total Analysis Volume [veh/h]	336	747	28	166	1098	273	143	137	455	94	217	184
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	1			2			0			2		
v_di, Inbound Pedestrian Volume crossing m	0			2			1			2		
v_co, Outbound Pedestrian Volume crossing	0			1			2			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			2			1			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	71.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lag	-	-	Lead	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	4	10	0	4	10	0	4	6	4	4	6	0
Maximum Green [s]	31	55	0	21	45	0	16	22	31	16	22	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.7	3.5	3.5	4.7	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	0.7	0.5	0.5	0.7	0.0
Split [s]	35	59	0	25	49	0	20	26	35	20	26	0
Vehicle Extension [s]	2.3	4.5	0.0	2.3	4.5	0.0	2.3	2.3	2.3	2.3	2.3	0.0
Walk [s]	0	9	0	0	10	0	0	14	0	0	11	0
Pedestrian Clearance [s]	0	23	0	0	27	0	0	28	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.4	2.0	2.0	3.4	0.0
Minimum Recall	No	Yes		No	Yes		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	4.00	6.00	6.00	4.00	5.40	5.40	4.00	5.40	5.40
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	2.00	4.00	4.00	2.00	3.40	0.00	2.00	3.40	3.40
g_i, Effective Green Time [s]	27	65	65	14	52	52	12	21	51	11	19	19
g / C, Green / Cycle	0.20	0.50	0.50	0.11	0.40	0.40	0.10	0.16	0.39	0.09	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.19	0.22	0.02	0.09	0.31	0.17	0.08	0.08	0.29	0.05	0.12	0.12
s, saturation flow rate [veh/h]	1781	3446	1519	1781	3503	1596	1781	1751	1589	1781	1796	1577
c, Capacity [veh/h]	365	1718	757	192	1406	641	170	278	627	153	267	235
d1, Uniform Delay [s]	46.21	13.15	11.06	54.76	25.67	21.20	57.83	49.95	33.41	57.37	53.59	53.28
k, delay calibration	0.28	0.50	0.50	0.09	0.50	0.50	0.07	0.07	0.50	0.07	0.11	0.10
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.14	0.80	0.09	9.32	4.37	2.07	6.70	0.83	7.19	2.45	6.20	5.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.43	0.04	0.86	0.78	0.43	0.84	0.49	0.73	0.61	0.81	0.78
d, Delay for Lane Group [s/veh]	66.34	13.95	11.15	64.08	30.04	23.27	64.54	50.78	40.60	59.82	59.79	58.47
Lane Group LOS	E	B	B	E	C	C	E	D	D	E	E	E
Critical Lane Group	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	11.69	4.42	0.29	5.51	12.18	4.77	4.91	4.12	13.22	3.14	7.45	6.23
50th-Percentile Queue Length [ft/ln]	292.33	110.59	7.35	137.86	304.56	119.31	122.84	102.97	330.42	78.51	186.24	155.76
95th-Percentile Queue Length [veh/ln]	17.30	7.87	0.53	9.37	17.91	8.36	8.55	7.41	19.18	5.65	11.93	10.32
95th-Percentile Queue Length [ft/ln]	432.53	196.82	13.22	234.14	447.66	208.88	213.73	185.35	479.48	141.32	298.15	258.10

Movement, Approach, & Intersection Results

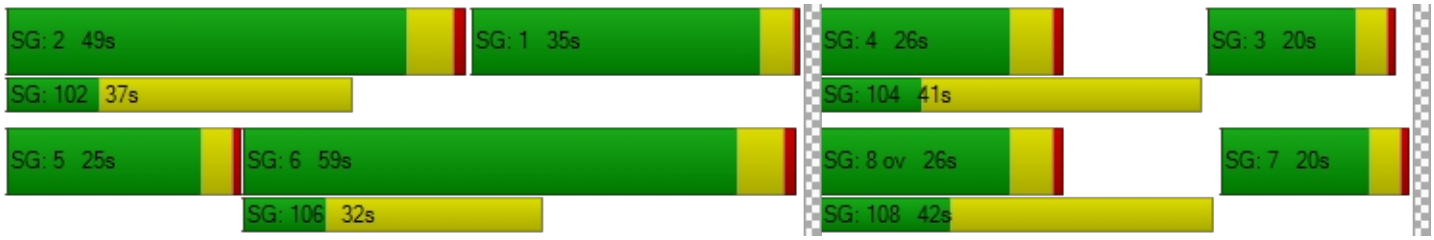
d_M, Delay for Movement [s/veh]	66.34	13.95	11.15	64.08	30.04	23.27	64.54	50.78	40.60	59.82	59.79	58.47
Movement LOS	E	B	B	E	C	C	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	29.73			32.51			47.15			59.30		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	37.91											
Intersection LOS	D											
Intersection V/C	0.856											

Other Modes

g_Walk,mi, Effective Walk Time [s]	18.0	15.0	14.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	10575.63	2800.41	2989.43	0.00
d_p, Pedestrian Delay [s]	48.25	50.87	51.75	52.65
I_p,int, Pedestrian LOS Score for Intersection	3.164	3.147	2.773	2.557
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	815	662	317	317
d_b, Bicycle Delay [s]	22.82	29.11	46.03	46.03
I_b,int, Bicycle LOS Score for Intersection	2.476	2.828	2.949	2.663
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	7	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Meyers Rd/OR213

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	OR213			OR213			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	325.00	100.00	310.00	200.00	100.00	200.00	170.00	100.00	100.00	305.00	100.00	305.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	135	732	59	85	1246	217	234	49	171	61	17	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	39
Total Hourly Volume [veh/h]	135	732	59	85	1246	217	234	49	171	61	17	39
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	193	16	22	328	57	62	13	45	16	4	10
Total Analysis Volume [veh/h]	142	771	62	89	1312	228	246	52	180	64	18	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	3			3			2			2		
v_di, Inbound Pedestrian Volume crossing m	2			2			3			3		
v_co, Outbound Pedestrian Volume crossing	0			2			2			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			2			2			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	61.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	10	0	4	10	0	4	10	0	4	10	0
Maximum Green [s]	20	54	0	20	54	0	26	28	0	26	28	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.0	0.0	3.5	4.0	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	1.0	0.0	0.5	1.0	0.0
Split [s]	24	58	0	24	58	0	22	26	0	22	26	0
Vehicle Extension [s]	2.3	4.5	0.0	2.5	4.5	0.0	2.5	2.3	0.0	2.5	2.5	0.0
Walk [s]	0	8	0	0	8	0	0	8	0	0	8	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	4.00	6.00	6.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	2.00	4.00	4.00	0.00	3.00	0.00	3.00	3.00
g_i, Effective Green Time [s]	12	74	74	8	70	70	32	23	32	11	11
g / C, Green / Cycle	0.09	0.57	0.57	0.06	0.54	0.54	0.25	0.18	0.25	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.08	0.23	0.23	0.05	0.37	0.15	0.15	0.14	0.05	0.01	0.03
s, saturation flow rate [veh/h]	1781	1855	1800	1767	3532	1571	1616	1621	1280	1855	1548
c, Capacity [veh/h]	168	1059	1028	112	1909	849	478	290	246	153	128
d1, Uniform Delay [s]	55.98	7.87	7.88	58.72	12.10	9.27	42.50	51.23	39.26	55.30	56.22
k, delay calibration	0.07	0.50	0.50	0.08	0.50	0.50	0.25	0.07	0.08	0.08	0.08
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.10	1.12	1.16	9.01	2.04	0.78	2.01	3.60	0.41	0.25	1.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.40	0.40	0.79	0.69	0.27	0.51	0.80	0.26	0.12	0.32
d, Delay for Lane Group [s/veh]	63.07	8.99	9.04	67.73	14.14	10.05	44.51	54.83	39.67	55.55	57.28
Lane Group LOS	E	A	A	E	B	B	D	D	D	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.66	3.52	3.44	3.05	7.44	2.16	7.19	7.54	1.64	0.56	1.31
50th-Percentile Queue Length [ft/ln]	116.58	87.96	85.99	76.30	186.08	53.94	179.75	188.58	40.92	14.03	32.81
95th-Percentile Queue Length [veh/ln]	8.20	6.33	6.19	5.49	11.92	3.88	11.59	12.05	2.95	1.01	2.36
95th-Percentile Queue Length [ft/ln]	205.12	158.34	154.78	137.33	297.94	97.09	289.69	301.18	73.66	25.25	59.06

Movement, Approach, & Intersection Results

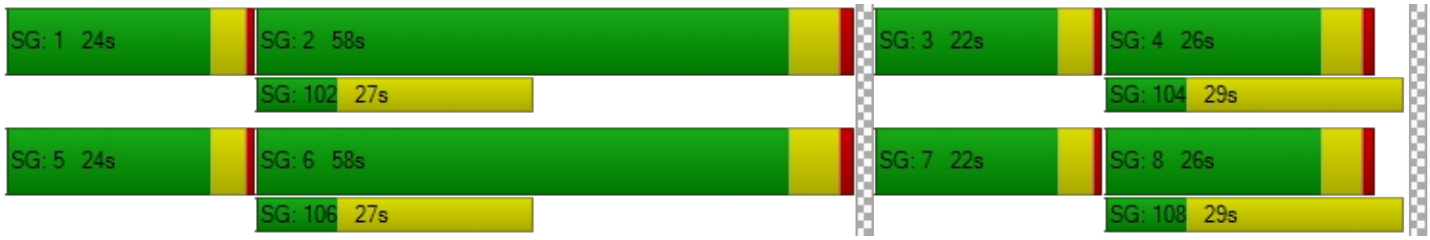
d_M, Delay for Movement [s/veh]	63.07	9.01	9.04	67.73	14.14	10.05	44.51	54.83	54.83	39.67	55.55	57.28
Movement LOS	E	A	A	E	B	B	D	D	D	D	E	E
d_A, Approach Delay [s/veh]	16.89			16.50			49.52			47.87		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	22.74											
Intersection LOS	C											
Intersection V/C	0.711											

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	12.0	12.0	12.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	1494.02	1887.47	1602.99	9247.53
d_p, Pedestrian Delay [s]	53.55	53.55	53.55	53.55
I_p,int, Pedestrian LOS Score for Intersection	3.075	3.168	2.239	2.292
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	323	323
d_b, Bicycle Delay [s]	23.41	23.40	45.70	45.70
I_b,int, Bicycle LOS Score for Intersection	2.364	2.904	2.348	1.827
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Meyers Rd/High School Ave

Control Type:	All-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	80.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	66	10	19	43	45	7	44	59	85	34	64	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	10	19	43	45	7	44	59	85	34	64	43
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	3	5	12	12	2	12	16	23	9	17	12
Total Analysis Volume [veh/h]	72	11	21	47	49	8	48	64	92	37	70	47
Pedestrian Volume [ped/h]	0			15			5			5		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	725	722	624	743	619	717
Degree of Utilization, x	0.14	0.14	0.08	0.21	0.06	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.50	0.50	0.25	0.79	0.19	0.58
95th-Percentile Queue Length [ft]	12.48	12.56	6.22	19.72	4.75	14.53
Approach Delay [s/veh]	8.80	8.83	8.86		8.75	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	8.81					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: Meyers Rd/Beavercreek Rd

Control Type:	Signalized	Delay (sec / veh):	45.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name	Beavercreek Rd			Beavercreek Rd			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	110.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beavercreek Rd			Beavercreek Rd			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	63	394	6	21	941	275	202	22	68	5	25	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	9	0	0	39	0	0	7
Total Hourly Volume [veh/h]	63	394	6	21	941	266	202	22	29	5	25	10
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	102	2	5	243	69	52	6	7	1	6	3
Total Analysis Volume [veh/h]	65	406	6	22	970	274	208	23	30	5	26	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	10	0	4	10	0	4	10	0	4	10	0
Maximum Green [s]	15	87	0	10	82	0	10	20	0	10	20	0
Amber [s]	3.5	4.3	0.0	3.5	4.3	0.0	3.5	4.3	0.0	3.5	4.3	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	24	68	0	0	44	0	0	34	0	0	0	0
Vehicle Extension [s]	2.3	2.0	0.0	2.3	2.0	0.0	2.3	2.3	0.0	2.3	2.3	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.8	0.0	2.0	2.8	0.0	2.0	2.8	0.0	2.0	2.8	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	123	123	123	123	123	123	123	123
L, Total Lost Time per Cycle [s]	4.00	4.80	4.00	4.80	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.80	2.00	2.80	0.00	2.80	0.00	2.80
g_i, Effective Green Time [s]	6	86	2	82	21	16	21	7
g / C, Green / Cycle	0.05	0.70	0.02	0.67	0.17	0.13	0.17	0.06
(v / s)_i Volume / Saturation Flow Rate	0.04	0.22	0.01	0.69	0.13	0.03	0.00	0.02
s, saturation flow rate [veh/h]	1795	1850	1795	1805	1616	1714	1417	1797
c, Capacity [veh/h]	85	1292	32	1207	345	231	296	106
d1, Uniform Delay [s]	57.71	7.18	59.88	20.32	47.67	47.40	42.11	55.44
k, delay calibration	0.07	0.04	0.07	0.50	0.50	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.25	0.05	14.81	34.08	7.61	0.31	0.01	1.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.32	0.69	1.03	0.60	0.23	0.02	0.34
d, Delay for Lane Group [s/veh]	65.97	7.23	74.69	54.40	55.28	47.70	42.12	56.60
Lane Group LOS	E	A	E	F	E	D	D	E
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.22	4.16	0.82	43.55	6.78	1.50	0.13	1.11
50th-Percentile Queue Length [ft/ln]	55.46	103.99	20.55	1088.67	169.54	37.44	3.20	27.64
95th-Percentile Queue Length [veh/ln]	3.99	7.49	1.48	55.91	11.05	2.70	0.23	1.99
95th-Percentile Queue Length [ft/ln]	99.83	187.19	36.99	1397.83	276.30	67.39	5.75	49.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.97	7.23	7.23	74.69	54.40	54.40	55.28	47.70	47.70	42.12	56.60	56.60
Movement LOS	E	A	A	E	D	D	E	D	D	D	E	E
d_A, Approach Delay [s/veh]	15.23			54.75			53.74			54.83		
Approach LOS	B			D			D			D		
d_I, Intersection Delay [s/veh]	45.41											
Intersection LOS	D											
Intersection V/C	0.981											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	6997.81	12663.71
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.270	2.388	2.141	1.982
Crosswalk LOS	B	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1933	1822	444	444
d_b, Bicycle Delay [s]	0.05	0.36	27.22	27.22
I_b,int, Bicycle LOS Score for Intersection	2.347	3.663	2.055	1.639
Bicycle LOS	B	D	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Appendix G Year 2022 Total Traffic Conditions Analysis Worksheets

Intersection Level Of Service Report
Intersection 1: Molalla Ave/OR213

Control Type:	Signalized	Delay (sec / veh):	59.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	OR213			OR213			Molalla Ave			CCC Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	630.00	100.00	100.00	530.00	100.00	350.00	100.00	100.00	100.00	270.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			20.00		
Grade [%]	0.00			0.00			-2.50			-2.50		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Molalla Ave			CCC Access		
Base Volume Input [veh/h]	385	975	63	463	473	174	106	254	218	20	92	94
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	7.00	3.00	3.00	11.00	6.00	4.00	7.00	5.00	14.00	9.00	19.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	6	0	0	35	0	0	0	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	46	0	0	47
Total Hourly Volume [veh/h]	387	981	63	463	508	174	106	254	185	20	92	47
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	270	17	127	140	48	29	70	51	5	25	13
Total Analysis Volume [veh/h]	425	1078	69	509	558	191	116	279	203	22	101	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	3			0			3			0		
v_di, Inbound Pedestrian Volume crossing m	3			0			3			0		
v_co, Outbound Pedestrian Volume crossing	0			0			1			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			1			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	70.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lag	-	-	Lead	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	4	10	0	4	10	0	4	6	4	4	6	0
Maximum Green [s]	34	54	0	26	36	0	12	22	34	12	22	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.7	3.5	3.5	4.7	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	0.7	0.5	0.5	0.7	0.0
Split [s]	38	48	0	30	40	0	16	26	38	16	26	0
Vehicle Extension [s]	2.3	4.5	0.0	2.3	4.5	0.0	2.3	2.3	2.3	2.3	2.3	0.0
Walk [s]	0	9	0	0	10	0	0	14	0	0	11	0
Pedestrian Clearance [s]	0	23	0	0	27	0	0	28	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.4	2.0	2.0	3.4	0.0
Minimum Recall	No	Yes		No	Yes		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	4.00	6.00	6.00	4.00	5.40	5.40	4.00	5.40	5.40
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	2.00	4.00	4.00	2.00	3.40	0.00	2.00	3.40	3.40
g_i, Effective Green Time [s]	31	52	52	26	47	47	14	21	56	2	9	9
g / C, Green / Cycle	0.26	0.43	0.43	0.22	0.39	0.39	0.12	0.17	0.46	0.02	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.24	0.32	0.04	0.29	0.17	0.12	0.07	0.16	0.13	0.01	0.06	0.04
s, saturation flow rate [veh/h]	1738	3418	1577	1767	3303	1536	1753	1796	1549	1612	1766	1355
c, Capacity [veh/h]	450	1478	682	382	1289	599	202	308	718	29	132	101
d1, Uniform Delay [s]	38.51	20.30	14.94	42.72	20.59	19.63	50.37	48.79	19.88	58.71	54.54	53.45
k, delay calibration	0.34	0.50	0.50	0.50	0.50	0.50	0.07	0.27	0.07	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.86	3.20	0.30	165.91	1.06	1.40	1.58	20.37	0.13	21.34	5.61	2.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.73	0.10	1.33	0.43	0.32	0.58	0.91	0.28	0.76	0.77	0.51
d, Delay for Lane Group [s/veh]	62.37	23.50	15.23	208.63	21.65	21.03	51.95	69.16	20.01	80.05	60.15	55.91
Lane Group LOS	E	C	B	F	C	C	D	E	C	F	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.76	9.37	0.87	27.82	4.43	3.02	3.37	9.84	3.48	0.85	3.25	1.61
50th-Percentile Queue Length [ft/ln]	344.11	234.18	21.84	695.52	110.74	75.55	84.20	246.02	86.96	21.22	81.30	40.15
95th-Percentile Queue Length [veh/ln]	19.85	14.39	1.57	41.96	7.88	5.44	6.06	14.99	6.26	1.53	5.85	2.89
95th-Percentile Queue Length [ft/ln]	496.23	359.66	39.31	1049.10	197.03	135.98	151.56	374.64	156.53	38.19	146.34	72.27

Movement, Approach, & Intersection Results

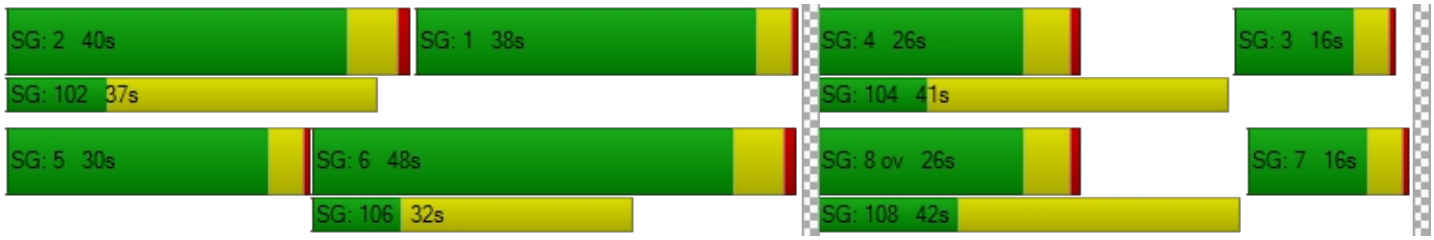
d_M, Delay for Movement [s/veh]	62.37	23.50	15.23	208.63	21.65	21.03	51.95	69.16	20.01	80.05	60.15	55.91
Movement LOS	E	C	B	F	C	C	D	E	C	F	E	E
d_A, Approach Delay [s/veh]	33.65			97.21			49.14			61.39		
Approach LOS	C			F			D			E		
d_I, Intersection Delay [s/veh]	59.76											
Intersection LOS	E											
Intersection V/C	0.891											

Other Modes

g_Walk,mi, Effective Walk Time [s]	18.0	15.0	14.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	2466.46	0.00	10979.30	0.00
d_p, Pedestrian Delay [s]	43.35	45.94	46.82	47.70
I_p,int, Pedestrian LOS Score for Intersection	3.047	3.085	2.595	2.386
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	567	343	343
d_b, Bicycle Delay [s]	25.35	30.82	41.17	41.19
I_b,int, Bicycle LOS Score for Intersection	2.857	2.597	2.622	1.926
Bicycle LOS	C	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Meyers Rd/OR213

Control Type:	Signalized	Delay (sec / veh):	33.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	OR213			OR213			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	325.00	100.00	310.00	200.00	100.00	200.00	170.00	100.00	100.00	305.00	100.00	305.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	173	1036	88	48	475	83	278	78	118	20	22	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	7.00	3.00	3.00	9.00	9.00	5.00	3.00	5.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	48	0	0	0	9	0	2	1	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	59
Total Hourly Volume [veh/h]	173	1036	101	96	475	83	278	87	118	22	23	58
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	267	26	25	122	21	72	22	30	6	6	15
Total Analysis Volume [veh/h]	178	1068	104	99	490	86	287	90	122	23	24	60
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	53.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	10	0	4	10	0	4	10	0	4	10	0
Maximum Green [s]	41	63	0	5	27	0	20	29	0	26	30	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.0	0.0	3.5	4.0	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	1.0	0.0	0.5	1.0	0.0
Split [s]	45	67	0	11	33	0	24	34	0	8	18	0
Vehicle Extension [s]	2.3	4.5	0.0	2.3	4.5	0.0	2.3	2.3	0.0	2.3	2.3	0.0
Walk [s]	0	7	0	0	8	0	0	8	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	19	0	0	21	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	4.00	6.00	6.00	4.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	2.00	4.00	4.00	2.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	15	65	65	7	57	57	20	27	2	10	10
g / C, Green / Cycle	0.12	0.54	0.54	0.06	0.48	0.48	0.17	0.23	0.02	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.11	0.33	0.33	0.06	0.15	0.06	0.17	0.13	0.01	0.01	0.04
s, saturation flow rate [veh/h]	1695	1795	1740	1767	3360	1500	1738	1684	1767	1855	1577
c, Capacity [veh/h]	206	965	935	103	1592	711	289	382	34	148	126
d1, Uniform Delay [s]	49.37	10.74	10.76	55.31	13.11	12.14	50.01	41.09	58.53	51.53	52.88
k, delay calibration	0.07	0.50	0.50	0.28	0.50	0.50	0.41	0.07	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.57	2.94	3.07	57.87	0.50	0.35	46.29	0.77	12.82	0.31	1.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.62	0.62	0.96	0.31	0.12	0.99	0.55	0.67	0.16	0.48
d, Delay for Lane Group [s/veh]	55.94	13.67	13.83	113.18	13.61	12.49	96.30	41.86	71.35	51.84	54.58
Lane Group LOS	E	B	B	F	B	B	F	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.24	6.19	6.06	4.51	2.77	0.94	12.29	5.64	0.82	0.69	1.80
50th-Percentile Queue Length [ft/ln]	130.91	154.66	151.50	112.69	69.20	23.53	307.13	140.91	20.45	17.24	44.89
95th-Percentile Queue Length [veh/ln]	8.99	10.27	10.10	7.99	4.98	1.69	18.03	9.53	1.47	1.24	3.23
95th-Percentile Queue Length [ft/ln]	224.73	256.64	252.42	199.74	124.56	42.36	450.84	238.24	36.82	31.03	80.80

Movement, Approach, & Intersection Results

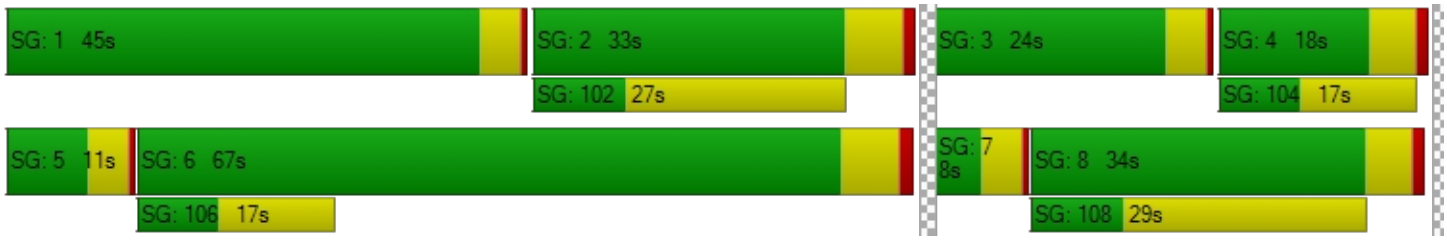
d_M, Delay for Movement [s/veh]	55.94	13.74	13.83	113.18	13.61	12.49	96.30	41.86	41.86	71.35	51.84	54.58
Movement LOS	E	B	B	F	B	B	F	D	D	E	D	D
d_A, Approach Delay [s/veh]	19.31			28.07			73.17			57.57		
Approach LOS	B			C			E			E		
d_I, Intersection Delay [s/veh]	33.33											
Intersection LOS	C											
Intersection V/C	0.683											

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	11.0	12.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.60	49.50	48.60	49.50
I_p,int, Pedestrian LOS Score for Intersection	2.894	2.990	2.209	2.341
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1017	450	483	217
d_b, Bicycle Delay [s]	14.50	36.04	34.50	47.70
I_b,int, Bicycle LOS Score for Intersection	2.673	2.116	2.383	1.834
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Meyers Rd/Western Access

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name			Meyers Rd			
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Meyers Rd			
Base Volume Input [veh/h]	0	0	0	135	192	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	3.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	9	56	14	2	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	9	56	149	194	5
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	19	52	67	2
Total Analysis Volume [veh/h]	1	13	78	207	269	7
Pedestrian Volume [ped/h]	15		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.02	9.93	8.04	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.20	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.52	1.52	4.93	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.22		2.20		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.34					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: Meyers Rd/Eastern Access

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name					Meyers Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Meyers Rd	
Base Volume Input [veh/h]	0	0	0	135	192	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	3.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	2	14	1	5	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	14	136	197	13
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	5	47	68	5
Total Analysis Volume [veh/h]	3	3	19	189	274	18
Pedestrian Volume [ped/h]	15		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.24	9.96	7.93	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.76	0.76	1.16	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.10		0.72		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: Meyers Rd/High School Ave

Control Type:	All-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	80.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	105	98	108	23	28	7	1	119	32	97	97	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	0	0	0	0	3	0	0	16	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	98	108	23	28	7	1	122	32	97	113	19
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	34	38	8	10	2	0	42	11	34	39	7
Total Analysis Volume [veh/h]	149	136	150	32	39	10	1	169	44	135	157	26
Pedestrian Volume [ped/h]	0			15			5			5		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	649	559	501	550	511	560
Degree of Utilization, x	0.67	0.14	0.00	0.39	0.26	0.33

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.13	0.50	0.01	1.82	1.05	1.41
95th-Percentile Queue Length [ft]	128.13	12.60	0.15	45.38	26.31	35.33
Approach Delay [s/veh]	19.10	10.53	13.29		12.23	
Approach LOS	C	B	B		B	
Intersection Delay [s/veh]	15.17					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Meyers Rd/Beavercreek Rd

Control Type:	Signalized	Delay (sec / veh):	45.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.955

Intersection Setup

Name	Beavercreek Rd			Beavercreek Rd			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	110.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beavercreek Rd			Beavercreek Rd			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	208	748	3	10	246	175	303	11	61	6	22	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	1.00	1.00	8.00	1.00	9.00	1.00	9.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	0	0	9	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	18	0	0	0	0	0	0
Total Hourly Volume [veh/h]	215	748	3	10	246	166	305	11	62	6	22	21
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	260	1	3	85	58	106	4	22	2	8	7
Total Analysis Volume [veh/h]	299	1039	4	14	342	231	424	15	86	8	31	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			1			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			1		
v_co, Outbound Pedestrian Volume crossing	0			0			0			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	10	0	4	10	0	4	10	0	4	10	0
Maximum Green [s]	20	70	0	20	70	0	20	40	0	20	40	0
Amber [s]	3.5	4.3	0.0	3.5	4.3	0.0	3.5	4.3	0.0	3.5	4.3	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	24	68	0	0	44	0	0	34	0	0	0	0
Vehicle Extension [s]	2.3	2.0	0.0	2.3	2.0	0.0	2.3	2.3	0.0	2.3	2.3	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.8	0.0	2.0	2.8	0.0	2.0	2.8	0.0	2.0	2.8	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	111	111	111	111	111	111	111	111
L, Total Lost Time per Cycle [s]	4.00	4.80	4.00	4.80	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.80	2.00	2.80	0.00	2.80	0.00	2.80
g_i, Effective Green Time [s]	20	63	1	45	33	28	33	9
g / C, Green / Cycle	0.18	0.57	0.01	0.40	0.29	0.25	0.29	0.08
(v / s)_i Volume / Saturation Flow Rate	0.17	0.56	0.01	0.35	0.27	0.06	0.01	0.03
s, saturation flow rate [veh/h]	1781	1869	1795	1646	1546	1639	1347	1731
c, Capacity [veh/h]	321	1067	23	664	508	409	429	134
d1, Uniform Delay [s]	44.82	23.12	54.52	30.29	37.86	33.28	27.94	48.92
k, delay calibration	0.37	0.36	0.07	0.07	0.50	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.95	18.70	15.23	2.25	14.94	0.19	0.01	1.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.98	0.61	0.86	0.84	0.25	0.02	0.45
d, Delay for Lane Group [s/veh]	73.77	41.82	69.75	32.54	52.80	33.47	27.95	50.34
Lane Group LOS	E	D	E	C	D	C	C	D
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	10.78	31.01	0.49	14.44	13.06	2.25	0.15	1.64
50th-Percentile Queue Length [ft/ln]	269.53	775.37	12.28	360.99	326.58	56.18	3.82	41.01
95th-Percentile Queue Length [veh/ln]	16.17	40.15	0.88	20.67	18.99	4.04	0.28	2.95
95th-Percentile Queue Length [ft/ln]	404.15	1003.70	22.11	516.79	474.76	101.12	6.88	73.81

Movement, Approach, & Intersection Results

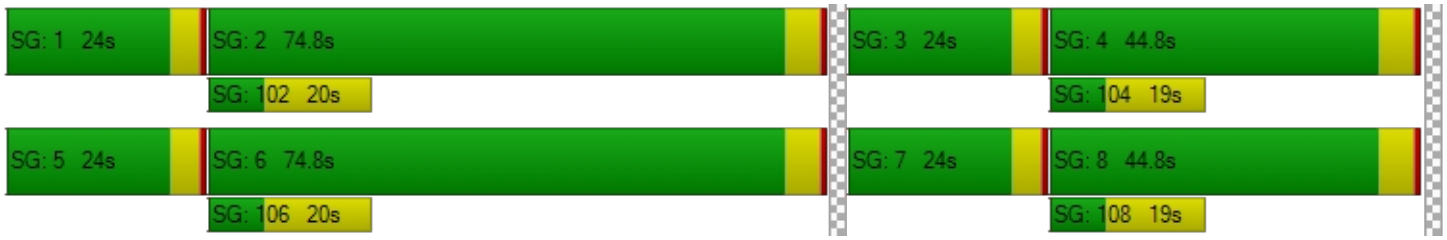
d_M, Delay for Movement [s/veh]	73.77	41.82	41.82	69.75	32.54	32.54	52.80	33.47	33.47	27.95	50.34	50.34
Movement LOS	E	D	D	E	C	C	D	C	C	C	D	D
d_A, Approach Delay [s/veh]	48.94			33.43			49.09			47.70		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	45.32											
Intersection LOS	D											
Intersection V/C	0.955											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	10529.54	0.00	12705.99
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.328	2.506	2.179	1.973
Crosswalk LOS	B	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1556	1556	889	889
d_b, Bicycle Delay [s]	2.22	2.22	13.89	13.89
I_b,int, Bicycle LOS Score for Intersection	3.774	2.558	2.426	1.672
Bicycle LOS	D	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Molalla Ave/OR213

Control Type:	Signalized	Delay (sec / veh):	38.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name	OR213			OR213			Molalla Ave			CCC Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	630.00	100.00	100.00	530.00	100.00	350.00	100.00	100.00	100.00	270.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			20.00		
Grade [%]	0.00			0.00			-2.50			-2.50		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Molalla Ave			CCC Access		
Base Volume Input [veh/h]	316	702	26	156	1032	257	134	129	535	88	204	347
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	5.00	2.00	4.00	1.00	2.00	10.00	2.00	2.00	7.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	31	0	0	6	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	107	0	0	174
Total Hourly Volume [veh/h]	328	733	26	156	1038	257	134	129	430	88	204	173
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	195	7	41	276	68	36	34	114	23	54	46
Total Analysis Volume [veh/h]	349	780	28	166	1104	273	143	137	457	94	217	184
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	1			2			0			2		
v_di, Inbound Pedestrian Volume crossing m	0			2			1			2		
v_co, Outbound Pedestrian Volume crossing	0			1			2			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			2			1			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	71.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lag	-	-	Lead	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	4	10	0	4	10	0	4	6	4	4	6	0
Maximum Green [s]	31	55	0	21	45	0	16	22	31	16	22	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.7	3.5	3.5	4.7	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	0.7	0.5	0.5	0.7	0.0
Split [s]	35	59	0	25	49	0	20	26	35	20	26	0
Vehicle Extension [s]	2.3	4.5	0.0	2.3	4.5	0.0	2.3	2.3	2.3	2.3	2.3	0.0
Walk [s]	0	9	0	0	10	0	0	14	0	0	11	0
Pedestrian Clearance [s]	0	23	0	0	27	0	0	28	0	0	30	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.4	2.0	2.0	3.4	0.0
Minimum Recall	No	Yes		No	Yes		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	4.00	6.00	6.00	4.00	5.40	5.40	4.00	5.40	5.40
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	2.00	4.00	4.00	2.00	3.40	0.00	2.00	3.40	3.40
g_i, Effective Green Time [s]	28	65	65	14	51	51	12	21	52	11	19	19
g / C, Green / Cycle	0.21	0.50	0.50	0.11	0.40	0.40	0.10	0.16	0.40	0.09	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.20	0.23	0.02	0.09	0.32	0.17	0.08	0.08	0.29	0.05	0.12	0.12
s, saturation flow rate [veh/h]	1781	3446	1519	1781	3503	1596	1781	1751	1589	1781	1796	1577
c, Capacity [veh/h]	377	1719	758	192	1383	630	170	278	637	153	267	234
d1, Uniform Delay [s]	45.67	13.28	11.05	54.76	26.56	21.85	57.83	49.95	32.74	57.39	53.61	53.30
k, delay calibration	0.30	0.50	0.50	0.09	0.50	0.50	0.07	0.07	0.50	0.07	0.13	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.75	0.87	0.09	9.32	4.88	2.16	6.71	0.83	6.80	2.46	7.01	5.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.45	0.04	0.86	0.80	0.43	0.84	0.49	0.72	0.62	0.81	0.79
d, Delay for Lane Group [s/veh]	67.42	14.14	11.14	64.08	31.44	24.01	64.54	50.78	39.54	59.85	60.61	59.25
Lane Group LOS	E	B	B	E	C	C	E	D	D	E	E	E
Critical Lane Group	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.28	4.66	0.29	5.51	12.67	4.88	4.91	4.12	13.09	3.14	7.51	6.28
50th-Percentile Queue Length [ft/ln]	307.06	116.39	7.34	137.86	316.75	121.99	122.85	102.97	327.20	78.54	187.76	157.03
95th-Percentile Queue Length [veh/ln]	18.03	8.19	0.53	9.37	18.51	8.50	8.55	7.41	19.02	5.65	12.00	10.39
95th-Percentile Queue Length [ft/ln]	450.75	204.85	13.21	234.14	462.69	212.56	213.74	185.35	475.53	141.37	300.12	259.78

Movement, Approach, & Intersection Results

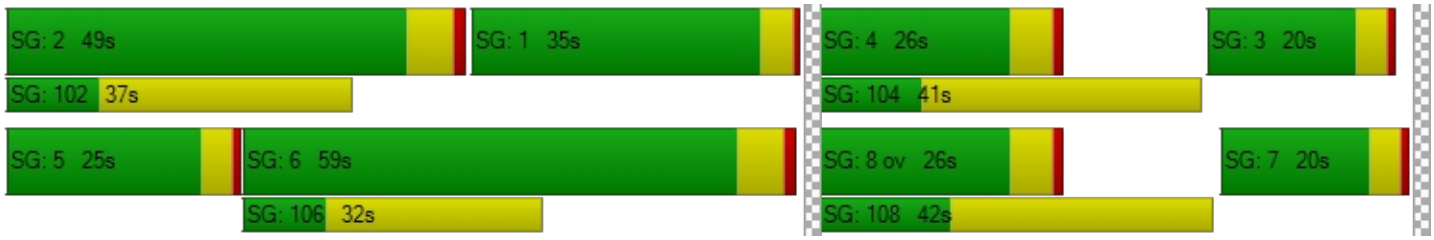
d_M, Delay for Movement [s/veh]	67.42	14.14	11.14	64.08	31.44	24.01	64.54	50.78	39.54	59.85	60.61	59.25
Movement LOS	E	B	B	E	C	C	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	30.14			33.64			46.48			59.96		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	38.33											
Intersection LOS	D											
Intersection V/C	0.860											

Other Modes

g_Walk,mi, Effective Walk Time [s]	18.0	15.0	14.0	13.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	10552.53	2800.41	2989.43	0.00
d_p, Pedestrian Delay [s]	48.25	50.87	51.75	52.65
I_p,int, Pedestrian LOS Score for Intersection	3.177	3.156	2.777	2.557
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	815	662	317	317
d_b, Bicycle Delay [s]	22.82	29.11	46.03	46.03
I_b,int, Bicycle LOS Score for Intersection	2.514	2.833	2.952	2.663
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	4	3	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	7	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Meyers Rd/OR213

Control Type:	Signalized	Delay (sec / veh):	28.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	OR213			OR213			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	325.00	100.00	310.00	200.00	100.00	200.00	170.00	100.00	100.00	305.00	100.00	305.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	OR213			OR213			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	135	732	59	85	1246	217	234	49	171	61	17	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	8	0	0	0	2	0	11	8	43
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	61
Total Hourly Volume [veh/h]	135	732	61	93	1246	217	234	51	171	72	25	60
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	193	16	24	328	57	62	13	45	19	7	16
Total Analysis Volume [veh/h]	142	771	64	98	1312	228	246	54	180	76	26	63
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	3			3			2			2		
v_di, Inbound Pedestrian Volume crossing m	2			2			3			3		
v_co, Outbound Pedestrian Volume crossing	0			2			2			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			2			2			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	1			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	61.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	10	0	4	10	0	4	10	0	4	10	0
Maximum Green [s]	20	54	0	20	54	0	26	28	0	26	28	0
Amber [s]	3.5	5.0	0.0	3.5	5.0	0.0	3.5	4.0	0.0	3.5	4.0	0.0
All red [s]	0.5	1.0	0.0	0.5	1.0	0.0	0.5	1.0	0.0	0.5	1.0	0.0
Split [s]	24	58	0	24	58	0	22	26	0	22	26	0
Vehicle Extension [s]	2.3	4.5	0.0	2.5	4.5	0.0	2.5	2.3	0.0	2.5	2.5	0.0
Walk [s]	0	8	0	0	8	0	0	8	0	0	8	0
Pedestrian Clearance [s]	0	19	0	0	19	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	4.0	0.0	2.0	4.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	6.00	6.00	4.00	6.00	6.00	4.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	4.00	4.00	2.00	4.00	4.00	2.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	12	73	73	9	69	69	18	22	7	11	11
g / C, Green / Cycle	0.09	0.56	0.56	0.07	0.53	0.53	0.14	0.17	0.06	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.08	0.23	0.23	0.06	0.37	0.15	0.14	0.14	0.04	0.01	0.04
s, saturation flow rate [veh/h]	1781	1855	1798	1767	3532	1571	1767	1622	1767	1855	1550
c, Capacity [veh/h]	168	1035	1004	122	1883	837	245	278	98	163	136
d1, Uniform Delay [s]	55.98	8.75	8.76	58.21	12.80	9.77	56.04	52.24	60.63	54.89	56.37
k, delay calibration	0.07	0.50	0.50	0.08	0.50	0.50	0.20	0.10	0.08	0.08	0.08
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.10	1.20	1.24	8.79	2.16	0.80	37.48	6.56	9.16	0.33	1.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.41	0.41	0.80	0.70	0.27	1.00	0.84	0.77	0.16	0.46
d, Delay for Lane Group [s/veh]	63.07	9.95	10.00	67.00	14.96	10.57	93.51	58.80	69.79	55.22	58.17
Lane Group LOS	E	A	B	E	B	B	F	E	E	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.66	3.82	3.73	3.34	7.92	2.24	10.59	7.91	2.73	0.81	2.04
50th-Percentile Queue Length [ft/ln]	116.58	95.59	93.37	83.44	197.98	56.04	264.82	197.68	68.31	20.21	51.06
95th-Percentile Queue Length [veh/ln]	8.20	6.88	6.72	6.01	12.53	4.03	15.95	12.52	4.92	1.46	3.68
95th-Percentile Queue Length [ft/ln]	205.12	172.06	168.07	150.20	313.36	100.87	398.85	312.98	122.95	36.38	91.91

Movement, Approach, & Intersection Results

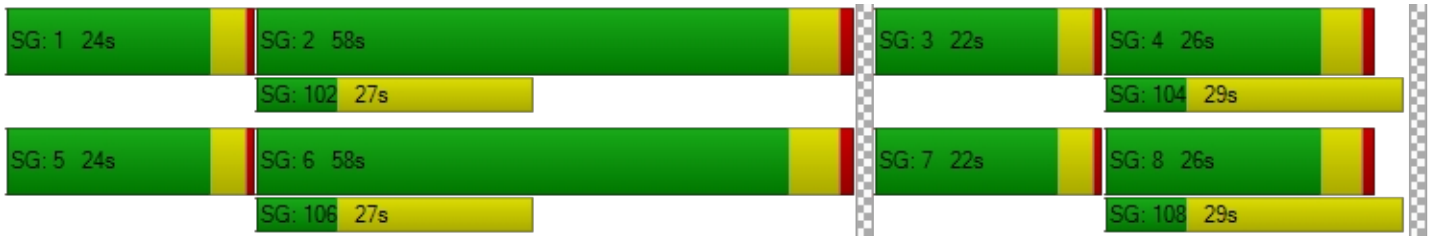
d_M, Delay for Movement [s/veh]	63.07	9.97	10.00	67.00	14.96	10.57	93.51	58.80	58.80	69.79	55.22	58.17
Movement LOS	E	A	B	E	B	B	F	E	E	E	E	E
d_A, Approach Delay [s/veh]	17.69			17.46			76.59			63.06		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	28.55											
Intersection LOS	C											
Intersection V/C	0.728											

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	12.0	12.0	12.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	1530.14	1892.90	1602.99	9216.84
d_p, Pedestrian Delay [s]	53.55	53.55	53.55	53.55
I_p,int, Pedestrian LOS Score for Intersection	3.061	3.147	2.242	2.343
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	323	323
d_b, Bicycle Delay [s]	23.41	23.40	45.70	45.70
I_b,int, Bicycle LOS Score for Intersection	2.366	2.911	2.352	1.933
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Meyers Rd/Western Access

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name			Meyers Rd			
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Meyers Rd			
Base Volume Input [veh/h]	0	0	0	182	102	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	3.00	3.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	50	10	2	12	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	50	10	184	114	1
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	14	3	51	32	0
Total Analysis Volume [veh/h]	4	56	11	204	127	1
Pedestrian Volume [ped/h]	15		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.10	9.32	7.53	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.53	5.53	0.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.44		0.39		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: Meyers Rd/Eastern Access

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name					Meyers Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Meyers Rd	
Base Volume Input [veh/h]	0	0	0	182	102	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	3.00	3.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	12	2	4	1	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	12	2	186	103	2
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	1	52	29	1
Total Analysis Volume [veh/h]	12	13	2	207	114	2
Pedestrian Volume [ped/h]	15		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.75	9.13	7.51	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.55	2.55	0.10	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.91		0.07		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 5: Meyers Rd/High School Ave

Control Type:	All-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.234

Intersection Setup

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	80.00	100.00	100.00	80.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	High School Ave			High School Ave			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	66	10	19	43	45	7	44	59	85	34	64	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	14	1	0	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	10	19	43	45	7	44	73	86	34	67	43
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	3	5	12	12	2	12	20	23	9	18	12
Total Analysis Volume [veh/h]	72	11	21	47	49	8	48	79	93	37	73	47
Pedestrian Volume [ped/h]	0			15			5			5		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	718	714	624	736	617	712
Degree of Utilization, x	0.14	0.15	0.08	0.23	0.06	0.17

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.50	0.51	0.25	0.90	0.19	0.60
95th-Percentile Queue Length [ft]	12.62	12.70	6.23	22.57	4.77	15.07
Approach Delay [s/veh]	8.86	8.90	9.05		8.81	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	8.92					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: Meyers Rd/Beavercreek Rd

Control Type:	Signalized	Delay (sec / veh):	46.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.988

Intersection Setup

Name	Beavercreek Rd			Beavercreek Rd			Meyers Rd			Meyers Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	110.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	Yes			Yes			Yes			Yes		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Beavercreek Rd			Beavercreek Rd			Meyers Rd			Meyers Rd		
Base Volume Input [veh/h]	63	394	6	21	941	275	202	22	68	5	25	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	2	8	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	9	0	0	44	0	0	7
Total Hourly Volume [veh/h]	64	394	6	21	941	268	210	22	30	5	25	10
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	102	2	5	243	69	54	6	8	1	6	3
Total Analysis Volume [veh/h]	66	406	6	22	970	276	216	23	31	5	26	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			1			1		
v_ci, Inbound Pedestrian Volume crossing mi	1			1			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	10	0	4	10	0	4	10	0	4	10	0
Maximum Green [s]	15	87	0	10	82	0	10	20	0	10	20	0
Amber [s]	3.5	4.3	0.0	3.5	4.3	0.0	3.5	4.3	0.0	3.5	4.3	0.0
All red [s]	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Split [s]	24	68	0	0	44	0	0	34	0	0	0	0
Vehicle Extension [s]	2.3	2.0	0.0	2.3	2.0	0.0	2.3	2.3	0.0	2.3	2.3	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.8	0.0	2.0	2.8	0.0	2.0	2.8	0.0	2.0	2.8	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	123	123	123	123	123	123	123	123
L, Total Lost Time per Cycle [s]	4.00	4.80	4.00	4.80	4.80	4.80	4.80	4.80
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.80	2.00	2.80	0.00	2.80	0.00	2.80
g_i, Effective Green Time [s]	6	86	2	82	21	16	21	7
g / C, Green / Cycle	0.05	0.70	0.02	0.67	0.17	0.13	0.17	0.06
(v / s)_i Volume / Saturation Flow Rate	0.04	0.22	0.01	0.69	0.13	0.03	0.00	0.02
s, saturation flow rate [veh/h]	1795	1850	1795	1804	1616	1712	1416	1797
c, Capacity [veh/h]	87	1292	32	1206	345	230	295	105
d1, Uniform Delay [s]	57.71	7.17	59.93	20.36	48.06	47.47	42.15	55.48
k, delay calibration	0.07	0.04	0.07	0.50	0.50	0.07	0.07	0.07
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.18	0.05	14.82	34.95	8.36	0.32	0.01	1.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.32	0.69	1.03	0.63	0.23	0.02	0.34
d, Delay for Lane Group [s/veh]	65.88	7.22	74.75	55.31	56.41	47.79	42.17	56.64
Lane Group LOS	E	A	E	F	E	D	D	E
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.25	4.16	0.82	43.84	7.12	1.53	0.13	1.11
50th-Percentile Queue Length [ft/ln]	56.29	104.01	20.57	1095.94	178.08	38.21	3.20	27.66
95th-Percentile Queue Length [veh/ln]	4.05	7.49	1.48	56.38	11.50	2.75	0.23	1.99
95th-Percentile Queue Length [ft/ln]	101.33	187.21	37.02	1409.49	287.50	68.78	5.76	49.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.88	7.22	7.22	74.75	55.31	55.31	56.41	47.79	47.79	42.17	56.64	56.64
Movement LOS	E	A	A	E	E	E	E	D	D	D	E	E
d_A, Approach Delay [s/veh]	15.32			55.65			54.69			54.88		
Approach LOS	B			E			D			D		
d_I, Intersection Delay [s/veh]	46.14											
Intersection LOS	D											
Intersection V/C	0.988											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	6955.53	12663.71
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	2.272	2.391	2.152	1.982
Crosswalk LOS	B	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1933	1822	444	444
d_b, Bicycle Delay [s]	0.05	0.36	27.22	27.22
I_b,int, Bicycle LOS Score for Intersection	2.348	3.667	2.078	1.639
Bicycle LOS	B	D	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-